

Port of Portland
104(e) Response for Terminal 1 South

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Environmental
Cleanup Office

EPA Question	Response	Reference
Section 1.0 - Respondent Information		
1. Provide the full legal, registered name and mailing address of Respondent.	Port of Portland 121 NW Everett Street Portland, Oregon 97209-4049	
2. For each person answering these questions on behalf of Respondent, provide: a. full name; b. title; c. business address; and d. business telephone number, electronic mail address, and FAX machine number.	<p>1. Nicole LaFranchise Environmental Project Manager Port of Portland 121 NW Everett Portland, OR 97209</p> <p>(503) 944-7323 - office (503) 944-7353 - fax</p> <p><u>Nicole.LaFranchise@portofportland.com</u></p> <p>2. Sara Moore Environmental Liability Analyst Port of Portland 121 NW Everett Portland, OR 97209</p> <p>(503) 944-7033 - office (503) 548-5780 - fax</p> <p><u>Sara.Moore@portofportland.com</u></p> <p>3. Ash Creek Associates Amanda Spencer, Principal Ashleigh Fines, Senior Staff, Geology Group 9615 SW Allen Boulevard, Suite 106 Portland, Oregon 97005-4814</p> <p>(503) 924-4707 - office (503) 924-4707 - fax</p> <p><u>aspencer@ashcreekassociates.com</u> <u>afines@ashcreekassociates.com</u></p>	

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3. If Respondent wishes to designate an individual for all future correspondence concerning this Site, please indicate here by providing that individual's name, address, telephone number, fax number, and, if available, electronic mail address.	<p>Nicole LaFranchise Environmental Project Manager Port of Portland 121 NW Everett Portland, OR 97209</p> <p>(503) 944-7323 - office (503) 944-7353 – fax</p> <p>Nicole.LaFranchise@portofportland.com</p>	
Section 2.0 - Owner/Operator Information		
4. Identify each and every Property that Respondent currently owns, leases, operates on, or otherwise is affiliated or historically has owned, leased, operated on, or otherwise been affiliated with within the Investigation Area during the period of investigation (1937-Present). Please note that this question includes any aquatic lands owned or leased by Respondent.	<p>This response addresses the Terminal 1 South property formerly owned by the Port from 1971 to 2001-2003. Riverscape, LLC is the current property owner.</p> <p>The former Terminal 1 South property is located on the west side of the Willamette River, between River Miles 10.6 and 10.9 and between NW Front Avenue and the Willamette River, immediately northwest of the Fremont Bridge. It is situated in the SW ¼ of Section 28 of Township 1 North, Range 1 East of the Willamette Meridian. Due to the recent Riverscape redevelopment, the configuration of the former Terminal 1 South property has changed and the current property address is unknown to the Port.</p> <p>During the Port's ownership of Terminal 1 South, the parcels comprising the property consisted of approximately 15.075 acres. For purposes of the upland remedial investigation and property sale, the Terminal 1 South property was divided into three parcels (Parcels 1, 2, and 3, respectively). At that time, Parcel 1 was identified as consisting of 3.74 acres, Parcel 2 of 6.74 acres and Parcel 3 of 5.12 acres. Following the sale, it was determined the surveys of Parcel 1 and Parcel 2 were inaccurate. The final property acreage sold to Riverscape was adjusted to 15.075 acres through a series of correction deeds.</p> <p>From 1996 and 2002, the Port held a lease with the State of Oregon Department of State Lands (ML-8778) for 0.298 acres of submerged land in Slip No. 2 in the vicinity of Berth 103. Details on this lease are provided in response to Question 12 below.</p>	<p>See agreements at Tab 1.</p> <p>See deeds and easements at Tab 2.</p> <p>See site investigation records at Tab 6, specifically:</p> <p>Port of Portland. 2000. <i>Preliminary Assessment, Port of Portland, Terminal 1, 2200 NW Front Avenue, Portland, Oregon 97209</i>. September 18, 2000.</p>
a. Currently Owns	Not applicable.	
b. Currently Leases	Not applicable.	
c. Currently Operates	Not applicable.	
d. Historically Has Owned	The Port acquired certain property and improvements within the former Terminal 1 South property from the City of Portland Commission of Public Docks (City CPD) effective January 1, 1971. The former Terminal 1 South property is partially comprised of riverbed filled prior to Port ownership by predecessor owners who had not	<p>See agreements at Tab 1.</p> <p>See deeds and easements at Tab 2.</p>

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	<p>purchased the filled riverbed from the State. After the Port's acquisition, the former Slip No. 1 was filled under COE Permit 1951 and State Land Board Fill Removal Permit 641. In November 1987, under a property sale and settlement with the Port, the State Land Board, then acting through the Division of State Lands, quitclaimed to the Port any ownership interests the State had in the property above the line of ordinary high water. The Port sold Parcel 1 on October 29, 2001, Parcel 2 on October 4, 2002, and Parcel 3 on June 26, 2003 to Riverscape, LLC.</p>	
e. Historically Has Leased	Not applicable.	
f. Historically Has Operated	<p>Between 1984 and 1995, the Port's Navigation Division used a portion of the Terminal 1 South property as its dredge base. Buildings used included Warehouse No. 2 for administrative offices and work areas, and House No. 106 for storage, maintenance and repair activities (e.g., engine overhauls). Outside area use included a boat house at the head of Slip No. 2 for storage of a small skiff, paved yard space for the storage of supplies and equipment, and limited paved yard space for maintenance and repair activities associated with dredge equipment operations.</p> <p>Between February and March 1989, the Port used House 105 and 106 and paved yard space at the south end of the Terminal 1 South property for the storage of equipment associated with a proposed coal handling facility that was never completed at the Terminal 5 property in Rivergate. The equipment was then sold to Kaiser International Company on March 28, 1989, who agreed to remove the equipment within 30 months of the agreement.</p> <p>Two dry docks from Swan Island were temporarily stored (berthed) at the Terminal 1 South property for a brief period of time in 1995.</p>	<p>See agreements at Tab 1.</p> <p>See property transaction records at Tab 5, specifically:</p> <p>Century West Engineering. 1991. <i>Confidential Report of Findings, Environmental Assessment, Terminal 1, Portland, Oregon</i>. Prepared for the Port of Portland. June 27, 1991.</p> <p>List of Trailers and Products Delivered to Terminal 1, House 105 from Macro Manufacturing at Terminal 5.</p> <p>Moving Specifications for Moving Coal Terminal Equipment to Terminal 1.</p>
5. Provide a brief summary of Respondent's relationship to each Property listed in response to Question 4 above, including the address, Multnomah County Alternative Tax lot Identification number(s), dates of acquisition, period of ownership, lease, operation, or affiliation, and a brief overview of Respondent's activities at the Properties identified.	<p>The Port was the owner of certain property and improvements within what were formerly known as Parcels 1 through 3 of the Terminal 1 South property: Parcel 1 from January 1, 1971 to October 29, 2001; Parcel 2 from January 1, 1971 to October 4, 2002; and Parcel 3 from January 1, 1971 to June 26, 2003. Historically, the property was associated with addresses 2050, 2100 and 2200 NW Front Avenue.</p> <p>Due to the recent Riverscape redevelopment, the configuration of the former Terminal 1 South property has changed and the current property address is unknown to the Port. Based on a review of Multnomah County property data, a general description of the current property owned by Riverscape is as follows:</p> <ul style="list-style-type: none"> • Tax Lot 301 - Tax Lot ID #1N1E28D 301; Total Acreage: 2.19; the Port acquired the tax lot in 1971 from the City CPD and sold it to Tim Ralston of Rivergate, LLC in 2002. The Multnomah County Alternative Tax Lot Identification Number for Tax Lot 301 is R883804050. • Tax Lot 302 - Tax Lot ID #1N1E28D 302; Total Acreage: 6.33; the Port acquired the tax lot in 1971 from the City CPD and sold it to Tim Ralston of Rivergate, LLC in 2002. The Multnomah County 	<p>See drawings and maps at Tab 3.</p> <p>See site investigation records at Tab 6, specifically:</p> <p>Hahn and Associates, Inc. 2001. <i>Terminal 1 South Remedial Investigation Report Volume 1</i>. Prepared for the Port of Portland. July 12, 2001.</p>

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	<p>Alternative Tax Lot Identification Number for Tax Lot 302 is R883804060.</p> <ul style="list-style-type: none"> • Tax Lot 202 - Tax Lot ID #1N1E28DB 202; Total Acreage: 1.45; the Port acquired the tax lot in 1971 from the City CPD and sold it to Tim Ralston of Rivergate, LLC in 2002. The Multnomah County Alternative Tax Lot Identification Number for Tax Lot 202 is R215000050. • Tax Lot 101; Tax Lot ID #1N1E28DB 101; Total Acreage: 3.80; the Port acquired the tax lot in 1971 from the City CPD and sold it to Tim Ralston of Rivergate, LLC in 2003. The Multnomah County Alternative Tax Lot Identification Number for Tax Lot 101 is R766004300. <p>During its ownership, the Port's activities at the Terminal 1 South property included property management of tenants (1971 until 2003) and some equipment storage. The Port also used part of Terminal 1 South as the base of operations for the Navigation Division from 1984 to 1995. See also the response to Question 4 (f) above.</p>	
6. Identify any persons who concurrently with you exercises or exercised actual control or who held significant authority to control activities at each Property, including:	See response to 6(a) through (i) below.	
a. partners or joint venturers;	Not applicable.	
b. any contractor, subcontractor, or licensor that exercised control over any materials handling, storage, or disposal activity on the Property; (service contractors, remediation contractors, management and operator contractors, licensor providing technical support to licensed activities);	<p>Material handling and disposal at the Terminal 1 South property are described further in the response to Question 64. The contractors associated with those occurrences are as follows:</p> <ul style="list-style-type: none"> • Terra Hydr, Inc. - drained and transported 62 gallons of oil from a circuit breaker and transformer. The empty transformer and circuit breaker shells were loaded onto a truck and transported to Coleman Metals in Salem, Oregon and the oil was transported to Oil Re-refining in Portland, Oregon for recycling. • Wilder Construction Company - excavated 27,343 tons of contaminated soil as part of the DEQ-supervised Remedial Action activities at Parcel 3 (Area A) during December 2002 and January 2003. The material was transported to the Hillsboro Landfill in Hillsboro, Oregon for disposal by the following haulers: <ul style="list-style-type: none"> ○ Celorie Brothers ○ Glacier Northwest for Wilder Construction Company ○ Pacific Transportation ○ Dave O Brist Trucking ○ Enviro-Con Trucking ○ Wilder Construction ○ D & R Dietrich Trucking ○ Norma Griffith ○ Mystic Trucking • Eudaly Brothers- excavated and transported 6,309 tons of contaminated soil as part of the Remedial 	<p>See other environmental records at Tab 7, specifically:</p> <p>Letter to Stan Jones, Port of Portland, re: Disposal of Electrical Transformer and Circuit Breaker, Terminal 1, Portland, Oregon, Purchase Order No. S1615, Project No. 51833, Task No, 216.</p> <p>See site investigation records at Tab 6, specifically:</p> <p>Hart Crowser. 2003. <i>Remedial Action Report, Parcel 3 (Area A), Terminal 1 South, Portland, Oregon, Volume 2: Appendix D, Letter of Acceptance, Load Summary, and Disposal Manifests</i>. Prepared for the Port of Portland. February 7, 2003.</p> <p>Hart Crowser. 2002. <i>Removal Action Report, Parcel 2 (Area B), Terminal 1 South, Portland, Oregon</i>. Prepared for Port of Portland. October</p>

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	<p>Action activities at Parcel 2 (Area B) from July through October 2002. The material was transported to the Coffin Butte Landfill (Valley Landfills, Inc.) in Corvallis, Oregon.</p> <p>See also response to Questions 6 (f), (g) and (h) and, 13(i) below.</p>	30, 2002.
c. any person subleasing land, equipment or space on the Property;	See response to Question 6 (f), (g) and (h).	
d. utilities, pipelines, railroads and any other person with activities and/or easements regarding the Property;	<ul style="list-style-type: none"> • City of Portland - held easements across the property for road access and maintenance, sewer lines, and for a pedestrian and bicycle pathway for use by the public • Northern Pacific Terminal Company / Portland Terminal Railway Company – had an industry track agreement for construction, operation and maintenance for rail trackage serving Terminal 1 South 	<p>See agreements at Tab 1.</p> <p>See deeds and easements at Tab 2.</p> <p>See drawings and maps at Tab 3.</p>
e. major financiers and lenders;	Not applicable.	
<p>f. any person who exercised actual control over any activities or operations on the Property;</p> <p>g any person who held significant authority to control any activities or operations on the Property;</p> <p>h any person who had a significant presence or who conducted significant activities at the Property; and</p>	<p>During the Port's ownership of the Terminal 1 South property, the following entities held leases, subleases, permits and rights-of-entry, or utilized yard space or the dock/warehouse facilities, exercised or had the authority to exercise control over the activities and operations, and/or had a significant presence or conducted significant activities:</p> <ol style="list-style-type: none"> 1. Boise Cascade Corporation (1989-1991) 2. Burlington Northern Railroad (1989) 3. Cascade West Transportation Services, Inc.(1993-1995) 4. City of Portland (sometime between 1983 through 1995) 5. Department of State Police (1988-1990) 6. First Presbyterian Church (1991, 1992) 7. Garthorpe, Inc. (1993) 8. Gerding/Elden Development Company (1996) 9. Graphic Arts Center (1990-1992) 10. Greyhound Exposition Services, Inc. (Various throughout 1991) 11. GS Roofing Product Company, Inc. (02/01/1995 -11/30/1995) 12. Hawaiian Marine Lines, Inc. (dba Puget Sound Tug and Barge Company) (1985) 13. High Temp N.W., Inc. (1995-2000) 14. Innervision Ministry, Inc. (1992-1995) 15. Interagency Food Bank (1988) 16. James River II, Inc. (1988-1989) 17. Lane Bryant (1975) 18. Living Enrichment Center (1992) 19. Lumber Products, Inc. (1990-1991) 20. Multnomah County Sheriff's Office (1994-2003) 21. Northern Pacific Terminal Company (aka Portland Terminal Railway Company (1937-1995) 22. Oregon Food Bank (periodically from 1989-1995) 	<p>See agreements at Tab 1.</p> <p>See property transaction records at Tab 5, specifically:</p> <p>Century West Engineering. 1991. <i>Confidential Report of Findings, Environmental Assessment, Terminal 1, Portland, Oregon. Prepared for the Port of Portland.</i> June 27, 1991.</p> <p>See site investigation records at Tab 6, specifically:</p> <p>Port of Portland. 2000. <i>Preliminary Assessment, Port of Portland, Terminal 1, 2200 NW Front Avenue, Portland, Oregon 97209.</i> September 18, 2000.</p> <p>See A Phase I Environmental Site Assessment, Terminal 1 North 2210, 2303, 2400, 2440, and 2500 NW Front Avenue in Tab 5 of the Port's 104(e) response for Terminal 1 North, submitted to EPA and dated July 16, 2008.</p>

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	23. Oregon Maritime Center and Museum (1989, 1991-1992) 24. Pacific Inland Navigation Company, Inc. (1972-1977) 25. Pacific Pine Company (1987) 26. Portland Institute for Contemporary Art (2001) 27. Portland Kaohsiung Sister City Association (1992-1993) 28. Portland Marathon (periodically from 1991-1993) 29. Portland Rose Festival Association (periodically from 1988-1993) 30. Riedel International (1989) 31. Riverscape, LLC (2000, 2002) 32. The Society of St. Vincent DePaul (periodically from 1987-1994) 33. Speed's Automotive and Towing (1991-1992) 34. Stevedoring Services of America (1992-1993) 35. Transport Distributors, Inc. (1993-1995) 36. Tristar Transload (1996-2002) 37. U.S Customs Dock Inspection Office (1960-1985) 38. U.S. Maritime Administration (MARAD) (1992-1999) 39. Ultra Board, Inc. (dba Thermo Pressed Laminates, Inc.) (1991-2000) 40. West Coast Productions, Inc. (1995) 41. Western International Hones, Inc. (dba Gypsum Wallboard Recycling) (1994-1995) 42. West State, Inc. (1993) 43. Western Wire Works, Inc. (1996-1997)	
i. government entities that had proprietary (as opposed to regulatory) interest or involvement with regard to the activity on the Property.	During the Port's ownership of Terminal 1 South, the following government entities had interest or involvement in the property: City of Portland (1971 to at least 2001) Department of State Police (1988-1990) METRO (1989-1990) Multnomah County Sheriff (1994-2003) State Land Board (DSL) (1859-1987) U.S. Customs (1960-1985) U.S. Maritime Administration (MARAD) (1992-1999)	See agreements at Tab1. See deeds and easements at Tab 2. <i>See A Phase I Environmental Site Assessment, Terminal 1 North 2210, 2303, 2400, 2440, and 2500 NW Front Avenue in Tab 5 of the Port's 104(e) response for Terminal 1 North, submitted to EPA and dated July 16, 2008.</i>
7. Identify and describe any legal or equitable interest that you now have, or previously had in each Property. Include information regarding the nature of such interest: when, how, and from whom such interest was obtained; and when, how, and to whom such interest was conveyed, if applicable. In addition, submit copies of all instruments evidencing the acquisition or conveyance of such interest (e.g., deeds, leases, purchase and sale agreements, partnership agreements, etc.).	The Port acquired certain property and improvements within the former Terminal 1 South property from the City of Portland Commission of Public Docks (City CPD) effective January 1, 1971. The property is partially comprised of riverbed filled by predecessor owners who had not purchased the filled riverbed from the State and the former Slip No. 1 filled by the Port under COE Permit 1951 and State Land Board Fill Removal Permit 641 in 1971-72. In November 1987, under a property sale and settlement with the Port, the State Land Board, then acting through the Division of State Lands, quitclaimed to the Port any ownership interests the State had at the property above the line of ordinary high water. The Port sold Parcel 1 on October 29, 2001, Parcel 2 on October 4, 2002, and Parcel 3 on June 26, 2003 to Riverscape, LLC.	See agreements at Tab 1. See CPD bargain and sale deed at Tab 2 of the Port's 104(e) response for Terminal 1 North, submitted to EPA and dated July 16, 2008.

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8. If you are the current owner and/or current operator, did you acquire or operate the Property or any portion of the Property after the disposal or placement of hazardous substances, waste, or materials on, or at the Property? Describe all of the facts on which you base the answer to this question.	The historical documents relating to the Port's acquisition of the Terminal 1 South property from the CPD do not indicate the Port had prior knowledge or reason to know that any hazardous substance, waste, or material was disposed of on, at or near the property. The acquisition of Terminal 1 South was performed pursuant to State legislation, a vote by the citizens of Multnomah, Clackamas and Washington Counties, a City of Portland Ordinance, and action by the Port Commission, based on the determination that it was in the best interest of the people to consolidate public dock ownership within one government entity, from the City to the Port.	See CPD bargain and sale deed at Tab 2 of the Port's 104(e) response for Terminal 1 North, submitted to EPA and dated July 16, 2008. See ORS 778.020; City Ordinance No. 131957; and Election and Port Commission Documents at Tab 8 of the Port's 104(e) response for Terminal 1 North, submitted to EPA and dated July 16, 2008.
9. At the time you acquired or operated the Property, did you know or have reason to know that any hazardous substance, waste, or material was disposed of on, or at the Property? Describe all investigations of the Property you undertook prior to acquiring the Property and all of the facts on which you base the answer to this question.	No. See response to Question 8 above.	
10. Identify all prior owners that you are aware of for each Property identified in Response to Question 4 above including, but not limited to, the following entities believed to have owned one or more of your Properties: a. City of Portland b. Freightliner LLC c. Oregon Shipbuilding Corporation d. Shipyard Commerce Center LLC e. Union Pacific Railroad; and f. West Coast Terminal Company For each prior owner, further identify, if known and if relevant, and provide copies of any documents you may have regarding: i. the dates of ownership ii. all evidence showing that they controlled access to the Property; and iii. all evidence that a hazardous substance, pollutant, or	Former owners of particular portions of the Terminal 1 South property include: <ul style="list-style-type: none"> • Albina Ferry Slip (<1913) • American Can Company (~1913-1936) • City of Portland, Commission of Public Docks (1913-1971) • Hoyt-Cook Company (<1923) • (b) (6) Estate (<1913) • Northern Pacific Railroad Company (<1913) • Northern Pacific Terminal Company (<1913) • Pacific Milling and Elevator Company (<1913) • Portland Holding Company (1921-1922) • Star and Sand Company (<1913) • State of Oregon (1859-1987) • Willamette Iron and Steel Company (1909-1921) None of the entities listed in bullets (b) through (f) of Question 10 previously owned the Terminal 1 South property except for the City of Portland, who owned Parcel 1 from 1913-1971, Parcel 2 from 1923-1971, and	See deeds at Tab 2. See site investigation records at Tab 6, specifically: Port of Portland. 2000. <i>Preliminary Assessment, Port of Portland, Terminal 1, 2200 NW Front Avenue, Portland, Oregon 97209</i> . September 18, 2000. Hahn and Associates, Inc. 2001. <i>Terminal 1 South Remedial Investigation Report Volume 1. Prepared for the Port of Portland</i> . July 12, 2001.

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contaminant, was released or threatened to be released at the Property during the period that they owned the Property.	Parcel 3 from 1936-1971. Periods of ownership are reflected by those deeds that are available and which are attached at Tab 2.	
<p>11. Identify all current or prior operators of the Property, including lessors, you are aware of for each Property identified in response to Question 4 above including, but not limited to, the following entities:</p> <ul style="list-style-type: none"> a. Beall Pipe, Inc.; b. Benson Industries, Inc.; c. Cargill, Inc.; d. Cascade General; e. Cascade West; f. Chevron USA; g. Classical Chinese Garden Trust; h. Hunt Foods, Inc.; i. Kaiser; j. Multnomah County Sheriff's Office; k. Pacific Molasses Company; l. Pacific Pine; m. Port of Cascade Locks.; n. Portland Municipal Airport; o. Safety Kleen; p. Shaver Transportation Company; q. Speed Towing; r. St. John Auto Wrecking Yard; s. Thermo Pressed Laminates, Inc.; t. Tristar Transload, Inc.; u. U.S. Maritime Commission; v. Ultraboard; w. War Assets Administration; x. West Coast Paper Company; y. Western Transportation; and z. Willamette Iron and Steel Corporation. <p>For each such operator, further identify, if known and if relevant, and provide copies of any documents you may have regarding:</p> <ul style="list-style-type: none"> i. the dates of operation; ii. the nature of prior operations at the property; iii. all evidence that they controlled access to the property; and iv. all evidence that a hazardous substance, pollutant, or contaminant was released or threatened to be released at or from the Property during the period that they operated on the Property. 	<p>Tenant operations at the Terminal 1 South property included staging of lumber, logs, paper products, steel containers, and bagged grain. In 1986, the Port Commission designated the property for non-marine uses and wharfing activities ceased at that time. Subsequent operations at the property varied and included warehousing and staging of building materials; moorage of a sternwheeler tour boat; storage of lumber and wood products; storage of paper products; manufacturing and distribution of large refractory brick; moorage of the county Sheriff's river patrol boat house and house boat; and the manufacture and distribution of laminated wood.</p> <p>Of the entities listed in (a) through (z) of Question 11, Cascade West, Kaiser International, Multnomah County Sheriff's Office, Pacific Pine, Speed Towing, Thermo Pressed Laminates, Inc., Tristar Transload, Ultraboard and Willamette Iron and Steel Company are known to have been prior operators at the Terminal 1 South property, as explained below.</p> <p>Currently available records reflect the following prior operators at the property:</p> <ol style="list-style-type: none"> 1. Albina Ferry <ul style="list-style-type: none"> i. <1913 ii. Property owner, used slip for passenger ferry iii. Deeds iv. No documented evidence of releases was identified. 2. American Can Company <ul style="list-style-type: none"> i. ~1913-1936 ii. Owner, used property for manufacturing iii. Deeds iv. No documented evidence of releases was identified. 3. Boise Cascade Corporation <ul style="list-style-type: none"> i. 1989-1991 ii. Leased 1.5 acres of paved yard for the storage of truck tractors and truck trailers. iii. Port lease files iv. No documented evidence of releases was identified. 4. Burlington Northern Railroad <ul style="list-style-type: none"> i. 1989 ii. Held permit and right-of-entry for Track #1 at Berth 106 iii. Port lease files iv. No documented evidence of releases was identified. 5. Cascade West Transportation Services, Inc. and Transport Distribution, Inc. <ul style="list-style-type: none"> i. 1993-1994 ii. Leased portions of House 105 and Berth 104 for the storage and distribution of construction 	<p>See agreements at Tab 1.</p> <p>See deeds at Tab 2.</p> <p>See site investigation records at Tab 6, specifically:</p> <p>Port of Portland. 2000. <i>Preliminary Assessment, Port of Portland, Terminal 1, 2200 NW Front Avenue, Portland, Oregon 97209</i>. September 18, 2000.</p> <p>Hahn and Associates, Inc. 2001. <i>Terminal 1 South Remedial Investigation Report Volume 1</i>. Prepared for the Port of Portland. July 12, 2001.</p> <p>See property transaction records at Tab 5, specifically:</p> <p>Century West Engineering. 1991. <i>Confidential Report of Findings, Environmental Assessment, Terminal 1, Portland, Oregon</i>. Prepared for the Port of Portland. June 27, 1991.</p> <p>Century West Engineering Corporation. 1992. <i>Report of Findings, Environmental Review, Ultraboard Leasehold, Terminal 1 Building 104, Portland, Oregon</i>. Prepared for the Port of Portland. January 2, 1992.</p> <p>Century West Engineering. 1993. <i>Report of Findings, Environmental Review, Cascade West Transportation Services Leasehold, Terminal 1, House No. 105 and Open Storage Area, Portland Oregon</i>. Prepared for the Port of Portland. September 10, 1993.</p>

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	<p>materials and forest products. Storage of various quantities of titanium dioxide, diesel, gasoline, antifreeze, compressed oxygen, grease, SAE 10W-40 motor oil, paint thinner, spray paint, disinfectant, and engine degreaser were observed at the leasehold during their tenancy.</p> <ul style="list-style-type: none"> iii. Port lease files, Environmental Review (Century West, 1993) iv. During an environmental review of the leasehold in 1993, minor staining was observed in the open storage area and on the floor of House No. 105 in a location that was used to store drums and pails of gasoline, antifreeze, grease, motor oil, and engine degreaser. <p>6. City of Portland</p> <ul style="list-style-type: none"> i. & ii. Owned and operated the former Terminal 1 South property from 1913, 1923, 1936-1971 and 1995; obtained an easement in 1971 for access to sewer lines; leased a portion of Navigation's dredge base area at House No. 2 in 1995 for the storage of ceremonial dragon boars; obtained an easement for access, maintenance and construction of a roadway in 2003; and obtained an easement for a recreational trail and its associated maintenance in 2003. iii. Port lease files, ESA (Geraghty & Miller, 1995) iv. No documented evidence of releases was indentified. <p>7. Department of State Police</p> <ul style="list-style-type: none"> i. 1988-1990 ii. Held permit and right-of-entry for 10,000 square feet at House 106 for the purpose of storing vehicles iii. Port lease files iv. No documented evidence of releases. <p>8. First Presbyterian Church</p> <ul style="list-style-type: none"> i. 1991, 1992 ii. Held permit and right-of-entry for 600 square feet at House 106 for the purpose of building and storing a float iii. Port lease files iv. No documented evidence of releases. <p>9. Garthorpe, Inc.</p> <ul style="list-style-type: none"> i. 1989 ii. Held permit and right-of-entry for 10,000 square feet of space in House 106, office space and yard area for the purpose of fabrication of set materials for a movie being filmed on the Steamer Portland iii. Port lease files iv. No documented evidence of releases was identified. <p>10. Gerding/Elden Development Company</p> <ul style="list-style-type: none"> i. 1996 ii. Held permit and right-of-entry for House 105 and House 106 for the purpose of conducting feasibility analyses and structural and geotechnical inspections related to the redevelopment of the property iii. Port lease files iv. No documented evidence of releases was identified. <p>11. Graphic Arts Center</p> <ul style="list-style-type: none"> i. 1990-1992 	<p>GeoEngineers, Inc. 1996. <i>Limited Phase I Environmental Site Assessment, Terminal One - House 105 and Northwestern Cargo Lot, 2100 Northwest Front Avenue, Portland, Oregon.</i> Prepared for the Port of Portland. March 12, 1996</p> <p>Geraghty & Miller, Inc. 1995. <i>Environmental Site Assessment, Port of Portland, Terminal 1, House No. 2, 2050 NW Front Avenue, Portland, Oregon.</i> Prepared for the Port of Portland. December 11, 1995.</p>

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	<ul style="list-style-type: none"> ii. Leased paved yard space for the storage of trucks and trailers. iii. Port lease files iv. No documented evidence of releases was identified. <p>12. Greyhound Exposition Services, Inc.</p> <ul style="list-style-type: none"> i. Periodically in 1991 ii. Leased 24,460 square feet of yard space as a marshalling yard for trucks carrying displays destined for the Oregon Convention Center. iii. Port lease files iv. No documented evidence of releases was identified. <p>13. GS Roofing Product Company, Inc.</p> <ul style="list-style-type: none"> i. 1992-1994 ii. Held permit and right-of-entry for approximately 81,000 square feet of yard space for the storage of new asphalt roofing shingles. iii. Port lease files iv. No documented evidence of releases was identified. <p>14. Hawaiian Marine Lines, Inc. (dba Puget Sound Tug and Barge Company)</p> <ul style="list-style-type: none"> i. 1985-1989 ii. Leased designated terminal areas for loading and unloading of vessels, storage of cargo, containers, chassis, and receipt and delivery of cargo containers. iii. Port lease files iv. No documented evidence of releases was identified. <p>15. High Temp N.W., Inc.</p> <ul style="list-style-type: none"> i. 1995-2000 ii. Leased Warehouse 2 and adjacent paved yard for the manufacturing and distribution of large custom-made refractory brick and for the manufacture and distribution of metal stirrings lances. iii. Port lease files iv. No documented evidence of releases was identified. <p>16. Hoyt-Cook Company</p> <ul style="list-style-type: none"> i. <1923 ii. Owner of Emerson Hardwoods dock iii. Deeds iv. No documented evidence of releases was identified. <p>17. Innervision Ministry, Inc.</p> <ul style="list-style-type: none"> i. 1992-1995 ii. Held permit and right-of-entry for 20,000 square feet at House 106 for the purpose of storing and distributing humanitarian relief supplies iii. Port lease files iv. No documented evidence of releases. <p>18. Interagency Food Bank</p> <ul style="list-style-type: none"> i. 1988 ii. Held permit and right-of-entry for 10,000 square feet at House 106 for the purpose of storing and distributing food supplies iii. Port lease files 	

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	<ul style="list-style-type: none"> iv. No documented evidence of releases. 19. James River II, Inc. <ul style="list-style-type: none"> i. 1988-1989 ii. Leased paved yard area adjacent to Berth 104 for storage of paper and wood products and parking trucks. iii. Port lease files iv. No documented evidence of releases was identified. 20. Kaiser International Corporation <ul style="list-style-type: none"> i. August 31, 1990 through March 1, 1990 ii. Purchased coal-handling equipment and fixtures that were relocated from the Terminal 5 property in Rivergate. Kaiser had access to remove and disassemble the equipment on the Terminal 1 South property. iii. Port lease files iv. No documented evidence of releases was identified. 21. Lane Bryant Oregon Inc. <ul style="list-style-type: none"> i. 1975 ii. Rented 1,000 square feet of space in Warehouse 2 for unspecified purposes. iii. Port lease files iv. No documented evidence of releases was identified. 22. Living Enrichment Center <ul style="list-style-type: none"> i. 1992 ii. Held permit and right-of-entry for 10,000 square feet at House 106 for unspecified purposes iii. Port lease files iv. No documented evidence of releases. 23. Lumber Products, Inc. <ul style="list-style-type: none"> i. 1990-1991 ii. Leased 3,300 square feet of paved yard space south of Berth 104 for the storage of trailers iii. Port lease files iv. No documented evidence of releases was identified. 24. Martin Estate <ul style="list-style-type: none"> i. <1913 ii. Owner; activities unknown iii. Deeds iv. No documented evidence of releases was identified. 25. METRO <ul style="list-style-type: none"> i. October 28, 1989 and April 21, 1990 ii. Held Intergovernmental Agreement (IGA) with the Port to hold household hazardous waste collection events for the public at Berth 104. METRO oversaw the collection, transport, recycling and disposal of materials from the events and was to ensure the materials were handled in a safe and efficient manner. iii. Port lease files iv. No documented evidence of releases was identified. 26. Multnomah County Sheriff's Office (MCSO) 	

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	<ul style="list-style-type: none"> i. 1994-2003 ii. Leased land, buildings and moorage space for the Multnomah County River Patrol boat house and house boat. In 1995 an IGA was executed between the Port and MCSO to construct a moorage facility. In 2003, the Port assigned its rights under the IGA to Timothy R. Ralston. iii. Port lease files iv. No documented evidence of releases was identified. <p>27. Northern Pacific Railroad Company</p> <ul style="list-style-type: none"> i. <1913 ii. Owner; activities unknown iii. Deeds iv. No documented evidence of releases was identified. <p>28. Northern Pacific Terminal Company (aka Portland Terminal Railway Company)</p> <ul style="list-style-type: none"> i. <1913 to 1995 ii. Owner prior to 1913 (activities unknown); had an industry track agreement for construction, operation and maintenance for rail trackage serving Terminal 1 South from 1937-1995 iii. Deeds and agreements iv. No documented evidence of releases was identified. <p>29. Oregon Food Bank</p> <ul style="list-style-type: none"> i. 1989, 1990, 1992, 1993, 1994, 1995 ii. Held permit and right-of-entry for 10,000 square feet at House 106 for the purpose of storing and distributing food supplies iii. Port lease files iv. No documented evidence of releases. <p>30. Oregon Maritime Center and Museum</p> <ul style="list-style-type: none"> i. 1989, 1991-1992 ii. Held permit and right-of-entry for 10,000 square feet at House 106 and Berth 106 the purpose of mooring, renovating, and maintaining the Steamer Portland. iii. Port lease files iv. No documented evidence of releases was identified. <p>31. Oregon War Industries</p> <ul style="list-style-type: none"> i. At least 1945 ii. Operated Pier A and Pier B at Slip No. 2 for outfitting vessels, ship repair, ship conversion and construction iii. Port lease files iv. No documented evidence of releases was identified. <p>32. Pacific Inland Navigation Company, Inc.</p> <ul style="list-style-type: none"> i. 1972-1977 ii. Leased the terminal and had preferential berthing rights for the loading or discharging of cargo inbound or outbound to Hawaii. iii. Port lease files iv. No documented evidence of releases was identified. <p>33. Pacific Milling and Elevator Company</p> <ul style="list-style-type: none"> i. <1913 	

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	<ul style="list-style-type: none"> ii. Owner; activities unknown iii. Deeds iv. No documented evidence of releases was identified. <p>34. Pacific Pine Company</p> <ul style="list-style-type: none"> i. 1987-1992 ii. Leased Warehouse 104 for warehousing, distribution and remanufacturing of lumber and related products. Pacific Pine stored paints, lacquers, gasoline, and paint thinners associated with its operations. A site visit during their tenancy also revealed storage of small amounts of solvents and other chemicals. iii. Port lease files, Environmental Assessment (Century West, 1991) iv. No documented evidence of releases was identified. <p>35. Portland Holding Company</p> <ul style="list-style-type: none"> i. 1921-1922 ii. Owner; acquired dock from Willamette Iron and Steel Company iii. Deeds iv. No documented evidence of releases. <p>36. Portland Institute for Contemporary Art (PICA)</p> <ul style="list-style-type: none"> i. September, 2001 ii. Held permit and right-of-entry for Warehouse 2 to prepare for, hold and clean up from a fundraising event. iii. Port lease files iv. No documented evidence of releases. <p>37. Portland Kaohsiung Sister City Association</p> <ul style="list-style-type: none"> i. 1992-1993 ii. Held permit and right-of-entry for 3,000 square feet at Annex 106 for the purpose of repairing and storing vessels (floats) for the Rose Festival iii. Port lease files iv. No documented evidence of releases. <p>38. Portland Marathon</p> <ul style="list-style-type: none"> i. 1991, 1992, 1993 ii. Held permit and right-of-entry for 10,000 square feet at House 106 for the purpose of stuffing and distributing packets for the Portland Marathon iii. Port lease files iv. No documented evidence of releases. <p>39. Portland Rose Festival Association</p> <ul style="list-style-type: none"> i. 1988, 1991, 1992, 1993 ii. Held permit and right-of-entry for 10,000 square feet at House 106 for temporary storage of festival floats for parades iii. Port lease files iv. No documented evidence of releases. <p>40. Riedel International</p> <ul style="list-style-type: none"> i. 1989 ii. Held permit and right-of-entry for use of Track #1 at Berth 106. 	

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	<ul style="list-style-type: none"> iii. Port lease files iv. No documented evidence of releases. 41. Riverscape LLC <ul style="list-style-type: none"> i. 2000 to present ii. Current property owner; held permit and right-of-entry for the property in 2000 for the purpose of conducting soils and environmental testing; held permit and right-of-entry in 2002 for the purpose of demolishing warehouses and removing wharf and pier structures iii. Port lease files iv. No documented evidence of releases. 42. The Society of St. Vincent DePaul <ul style="list-style-type: none"> i. Periodically from 1987-1994 ii. Held permit and right-of-entry for 10,000 square feet at House 106 for the purpose of storing and distributing food supplies iii. Port lease files iv. No documented evidence of releases. 43. Speed's Automotive and Towing (aka Retriever Towing) <ul style="list-style-type: none"> i. 1991-1992 ii. Leased a portion of House 105 for the storage of towed vehicles. Speed's Automotive reportedly stored waste oil, used oil filters and oily rags in association with its operations. iii. Port lease files iv. During an environmental review in 1991, petroleum stains were observed on the floor of House 105 in several locations. 44. Star Sand Company <ul style="list-style-type: none"> i. <1913 ii. Owner; activities unknown iii. Deeds iv. No documented evidence of releases was identified. 45. Stevedoring Services of America <ul style="list-style-type: none"> i. 1992 ii. Held lease for approximately 3 acres of improved yard area at Berth 104 for stevedoring activities (cargo loading and unloading); however, it is unclear if any activities occurred. iii. Port lease files iv. No documented evidence of releases was identified. 46. Tristar Transload <ul style="list-style-type: none"> i. 1996-2002 ii. Leased paved yard space at Berth 104 for storage and distribution of lumber and wood products. iii. Port lease files iv. No documented evidence of releases was identified. 47. Ultra Board, Inc. (dba Thermo Pressed Laminates, Inc.) <ul style="list-style-type: none"> i. 1991-2000 ii. Leased 50,000 square feet of House 104 and 2.6 acres of adjacent yard area to the south and north of the building as a manufacturing facility in which a paper/resin coating was laminated to wood substrates. Warehousing and distribution of the finished product, and marketing, sales and 	

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	<p>administration were also performed.</p> <ul style="list-style-type: none"> iii. Port lease files iv. During an environmental review of the leasehold in 1992, minor petroleum staining was observed on the warehouse floor and a fluid with a slight petroleum odor and sheen was found to be migrating along a footing adjacent to a former storage area in House 105. <p>48. U.S. Customs</p> <ul style="list-style-type: none"> i. 1960-1985 ii. Had a dock inspection office at 2100 NW Front Avenue, which corresponds with the former Terminal 1 South property iii. Polk city directories iv. No documented evidence of releases was identified. <p>49. U.S. Maritime Administration (MARAD)</p> <ul style="list-style-type: none"> i. February 1994 to December 1994 and October 1995 to November 1999 ii. Held a lay berth agreement at Berth 104 for berthing one, sometimes two ships as part of its ready reserve fleet. iii. Port lease files iv. While conducting painting activities on the MARAD vessel Green Mountain State layed up at Berth 104, MARAD's contractor accidentally oversprayed into an area leased by Thermo Pressed Laminates. See response to Question 22 below. <p>50. West Coast Productions, Inc.</p> <ul style="list-style-type: none"> i. 1995-1998 ii. Leased 3,000 square feet of space in House 106 for storage space of equipment and supplies related to lessee's production and special events business. iii. Port lease files iv. No documented evidence of releases was identified. <p>51. West State, Inc.</p> <ul style="list-style-type: none"> i. 1993 ii. Held permit and right-of-entry for 10,000 square feet of parking area at the end of Berth 106 for parking vehicles iii. Port lease files iv. No documented evidence of releases. <p>52. Western International Homes, Inc. (dba Gypsum Wallboard Recycling)</p> <ul style="list-style-type: none"> i. 1994-1995 ii. Leased 10,000 square feet of space in House 106 as a collection and consolidation facility for scrap gypsum wallboard. iii. Port lease files iv. No documented evidence of releases was identified. <p>53. Western Wire Works, Inc.</p> <ul style="list-style-type: none"> i. 1996-1997 ii. Leased 8,925 square feet of storage space in House 106 for the storage of machinery and equipment used in the production of fabricated metal wire products. iii. Port lease files iv. No documented evidence of releases was identified. 	

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	<p>54. Willamette Iron and Steel Company</p> <ul style="list-style-type: none"> i. 1909-1921 ii. Prior to and during World War II, Willamette Iron and Steel Company periodically used Terminal 1 property for temporary equipment storage. There is no indication that WISCO conducted ship building or ship repair activities at the property. iii. Property transaction and site investigation records iv. No documented evidence of releases was identified. <p>The following businesses were located in the vicinity and may have also operated at the former Terminal 1 South property:</p> <p>55. American Hawaiian Steamship Co.</p> <ul style="list-style-type: none"> i. At least 1955 ii. Unknown activities iii. Polk City Directories iv. No documented evidence of releases was identified. <p>56. Brady-Hamilton Stevedoring Co.</p> <ul style="list-style-type: none"> i. At least 1935 ii. Unknown activities iii. Polk City Directories iv. No documented evidence of releases was identified. <p>57. California Eastern States Lines</p> <ul style="list-style-type: none"> i. At least 1942 ii. Unknown activities iii. Polk City Directories iv. No documented evidence of releases was identified. <p>58. Quaker Eastern States Lines</p> <ul style="list-style-type: none"> i. At least 1951 ii. Unknown activities iii. U.S. Army Corps hydrographic maps iv. No documented evidence of releases was identified. <p>59. State Steamship Co. (dba Hamburg-American Lines, Pacific Atlantic Co., Pacific Atlantic Line, Quaker Lines)</p> <ul style="list-style-type: none"> i. At least 1935 ii. Unknown activities iii. Polk City Directories iv. No documented evidence of releases was identified. <p>60. William Dimond & Co.</p> <ul style="list-style-type: none"> i. At least 1950 ii. Unknown activities iii. Polk City Directories iv. No documented evidence of releases was identified. 	

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12. If not included in response to any of the previous questions, please describe the purpose and duration of each aquatic lands lease Respondent or the operator of Respondent's Property(ies) ever obtained from the State of Oregon and provide a copy of each application for and aquatic lands lease obtained.	In 1996, the Port obtained a lease with the State of Oregon Department of State Lands (ML-8778) for 0.298 acres of submerged land in Slip No. 2 in the vicinity of Berth 103 for the purpose of mooring the Port's boat house (which stored a small skiff), and moorage of a Port of Cascade Locks tour boat. The Port of Cascade Locks terminated its lease with the Port in 2002 and ML-8778 was terminated at that time and transitioned to a temporary use permit (LI-8778). The temporary use permit was for the moorage of the Multnomah County Sheriff's boat and the Port's maintenance crew boat. LI-8778 expired on December 31, 2002.	See agreements at Tab 1.
Section 3.0 - Description of Each Property		
13. Provide the following information about each Property identified in response to Question 4:	See response to bullets (a) through (m) below.	
a. property boundaries, including a written legal description;	A legal description of the three parcels comprising the Terminal 1 South property is included in the deeds for the property, which are located at Tab 1.	See purchase and sale agreements at Tab 1.
b. location of underground utilities (telephone, electrical, sewer, water main, etc.);	<p>The Port is not aware of the current utility configurations at the Terminal 1 South property. During the Port's ownership, however, the property was served by the following utilities:</p> <ul style="list-style-type: none"> • City of Portland (water and sanitary sewer) • Portland General Electric (electricity) • Telephone (service provider unknown) <p>Utility drawings are included in Tab 3. See also Attachment A of the <i>Preliminary Assessment</i> (Port, 2000). See response to Question 6 (d) for utility easement information.</p>	<p>See drawings and maps at Tab 3.</p> <p>See site investigation records at Tab 6, specifically:</p> <p>Port of Portland. 2000. <i>Preliminary Assessment, Port of Portland, Terminal 1, 2200 NW Front Avenue, Portland, Oregon 97209</i>. September 18, 2000.</p>
c. location of all underground pipelines whether or not owned, controlled or operated by you;	Underground pipelines associated with water lines, sanitary sewer and storm systems are described in response to Question 13 (b) above and contained in drawings and maps at Tab 3.	See drawings and maps at Tab 3.
d. surface structures (e.g., buildings, tanks, pipelines, etc.);	<p>The Port is unaware of the current configuration of surface structures at the former Terminal 1 South property. The former structures have been demolished and the property is being redeveloped for mixed commercial and residential uses by the current owner, Riverscape, LLC.</p> <p>A detailed history of the construction and removal of surface structures at the former Terminal 1 South property is included in response to Question 13 (k).</p>	
e. over-water structures (e.g., piers, docks, cranes, etc.);	<p>The Port is unaware of any current overwater activities at the former Terminal 1 South property. The former dock/pier structures have mostly been demolished by Riverscape (only Berth 104 remains) and the property is being redeveloped for mixed commercial/residential uses by the current owner, Riverscape, LLC.</p> <p>It should be noted that prior to the Port's acquisition of the Terminal 1 South property in 1971, the City CPD used a different numbering scheme for some of the berths. The following summarizes what each berth was</p>	

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	<p>formerly called.</p> <ul style="list-style-type: none"> Berth 105 – formerly known as Berth 2 Berth 106 – formerly known as Berth 1 <p>A detailed history of over-water structure construction and removal is included in response to Question 13 (k).</p>	
f. dry wells;	<p>In 2000, the Port conducted a review of maps, drawings and records for the purpose of creating an inventory of potential Class V UIC wells on its properties. Where potential UICs were identified, field verification was conducted to ascertain status and determine the condition of wells still in existence. During the course of this work, the Port identified one inactive dry well at the Terminal 1 South property. According to a 2002 demolition plan for the Terminal 1 South property, the dry well was specified for removal.</p> <p>The current status of UICs at the Riverscape development is not known.</p>	<p>See maps and drawings at Tab 3, specifically: CD T1 2002 0500 0005</p> <p>See other environmental records at Tab 7, specifically:</p> <p>Letter to Barbara Priest, Oregon Department of Environmental Quality, Re: OAR Chapter 340 Division 44, Underground Injection Control (UIC) Program, Subject: Class V Well Registration. December 18, 2000.</p>
g. treatment or control devices (e.g., surface water, air, groundwater, Resource Conservation and Recovery Act (RCRA), Transfer, Storage, or Disposal (TSD), etc.);	No historical records were identified that indicate treatment or control devices at the property.	
h. groundwater wells, including drilling logs;	Between August 27 and August 29, 2001, a groundwater monitoring well network consisting of seven wells (MW-1 through MW-7) was installed at the property (Hahn, 2001). Drilling logs for these wells are contained in Appendix A of the <i>Monitoring Well Installation and Groundwater Sampling Report</i> (Hahn, 2001).	<p>See site investigation records at Tab 6, specifically:</p> <p>Hahn and Associates, Inc. 2001. <i>Monitoring Well Installation and Groundwater Sampling Report, Port of Portland Marine Terminal 1 South, 2100 NW Front Avenue, Portland, Oregon</i>. Prepared for the Port of Portland. December 19, 2001.</p>
i. storm water drainage system, and sanitary sewer system, past and present, including septic tank(s) and where, when and how such systems are emptied and maintained;	<p>Prior to redevelopment of the Terminal 1 South property by Riverscape, LLC, surface water was collected by a series of catch basins that discharged to the Willamette River through six permitted stormwater outfalls. The stormwater discharges were permitted under the Port's Municipal Separate Storm Sewer System (MS4) Discharge Permit No. 101314.</p> <p>Portions of the stormwater system that served the former Terminal 1 South property were removed during excavation activities associated with the remedial action. Since the property has been redeveloped, the Port does not have information on the details of the current stormwater configuration.</p>	<p>See MS4 permit information in Tab 13 of the Port's 104(e) response for Terminal 5, submitted to EPA and dated May 16, 2008.</p> <p>See maps and drawings at Tab 3, specifically: CD T1 2002 0500 0005</p>

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<p>j. subsurface disposal field(s), Underground Injection Control (UIC) wells, and other underground structures (e.g., underground storage tanks (USTs); and where they are located, if they are still used, and how they were closed; including, but not limited to, the tanks associated with the St. Johns Auto Wrecking Yard;</p>	<p>In June 1996, the Port initiated decommissioning of an underground storage tank located on the east side of Slip No. 2 that was reportedly installed in 1947. The UST was believed to be present based on historical site data and a magnetic anomaly identified during a geophysical survey. The area of the anomaly was subsequently excavated to 5 ft below ground surface and no UST or piping was encountered. The Port believes that the tank was removed sometime between October 1976, and September 1979, when the former warehouse structures were demolished.</p> <p>During the course of preparing an ESA for House No. 2 in 1995, a sunken railroad track pit was observed near the east wall of the building. The pit was approximately 100 feet long by 4 feet deep and 10 feet wide and was connected with railroad tracks that lead across the storage yard from NW Front Avenue. At the time of site reconnaissance, the rail pit was being used to back trucks into the building for unloading, and was also used for welding operations.</p> <p>See response to Question 13 (f) for information on UIC wells.</p>	<p>See property transaction records at Tab 5, specifically:</p> <p>Century West Engineering. 1991. <i>Confidential Report of Findings, Environmental Assessment, Terminal 1, Portland, Oregon</i>. Prepared for the Port of Portland. June 27, 1991.</p> <p>See site investigation records at Tab 6, specifically:</p> <p>Port of Portland. 2000. <i>Preliminary Assessment, Port of Portland, Terminal 1, 2200 NW Front Avenue, Portland, Oregon 97209</i>. September 18, 2000.</p>
<p>k. any and all major additions, demolitions or changes on, under or about the Property, its physical structures or to the Property itself (e.g., stormwater drainage, excavation work); and any planned additions, demolitions or other changes to the Property;</p>	<p>Between 1913 and 1971, the City CPD made the following modifications to the property:</p> <ul style="list-style-type: none"> • ~1913 – Constructed a bulkhead wall and wooden dock • 1913 – Constructed the two-level quay dock, Warehouse No. 1, and Pier A on Slip No. 1 • 1914 – Dredged to create Slip No. 1 for Albina Ferry • 1915 – Constructed Berths 105 and 106 • 1922 – Filled area downstream of Slip No. 1 • 1923 – Created Slip No. 2 and constructed Pier B at Slip No. 1 • 1924 – Widened Berths 105 and 106 and transit shed • ~1925 – Constructed House No. 2 • 1931 – Constructed Gearlocker building • 1936 – Purchased 1.94 acres adjacent to the Fremont Bridge, filled an additional acre, and built present dock • 1938-1945 - Constructed Warehouse No. 1, Warehouse No. 2 and Gearlocker • 1957-1960 – Constructed water tower • 1962 – Pier B at Slip No. 1 razed <p>During the Port's ownership of the Terminal 1 South property (1971 to 2000-2003), the following modifications were completed at the property:</p> <ul style="list-style-type: none"> • 1971-1972 - Filled approximately 2.2 acres at Slip No. 1 under COE permit 1951 and Oregon State Land Board Fill Permit 641, and constructed a barge-unloading facility with an open storage area for containers and other cargo • 1976 – Constructed a low-level dock for pass/pass and ro-ro vessels at Berth 104 • 1977-1980 – Demolished Warehouse No. 1 	<p>See maps and drawings at Tab 3.</p> <p>See site investigation records at Tab 6, specifically:</p> <p>Hahn and Associates, Inc. 2001. <i>Terminal 1 South Remedial Investigation Report Volume 1. Prepared for the Port of Portland</i>. July 12, 2001.</p> <p>Port of Portland. 2000. <i>Preliminary Assessment, Port of Portland, Terminal 1, 2200 NW Front Avenue, Portland, Oregon 97209</i>. September 18, 2000.</p> <p>See property transaction records at Tab 5, specifically:</p> <p>Geraghty & Miller, Inc. 1995. <i>Environmental Site Assessment, Port of Portland, Terminal 1, House No. 2, 2050 NW Front Avenue, Portland, Oregon</i>. Prepared for the Port of Portland. December 11, 1995.</p> <p>GeoEngineers, Inc. 1996. <i>Limited Phase I Environmental Site Assessment, Terminal One - House 105 and Northwestern Cargo Lot, 2100 Northwest Front Avenue, Portland, Oregon</i>.</p>

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	<ul style="list-style-type: none"> • 1983 Permit filed for the demolition of Gearlocker • 1986 Commission designated upstream portion of facility for non-marine use. Demolished House 105 and 106 • 1992 – Berth 104 upgraded for MARAD • 1999 – Demolished Houses 105 and 106 	<p>Prepared for the Port of Portland. March 12, 1996</p> <p>Century West Engineering Corporation. 1992. <i>Report of Findings, Environmental Review, Ultraboard Leasehold, Terminal 1 Building 104, Portland, Oregon.</i> Prepared for the Port of Portland. January 2, 1992.</p> <p>See other environmental records at Tab 7.</p>
<p>I. all maps and drawings of the Property in your possession; and</p>	<p>Maps and drawings identified relevant to the Terminal 1 South property are included at Tab 3 and in the records referenced in the next column at right.</p>	<p>See drawings and maps at Tab 3.</p> <p>See property transaction records at Tab 5, specifically:</p> <p>Foundation Sciences, Inc. 1981. <i>Port of Portland, Marine Terminals Rehabilitation, Preliminary Engineering, Geotechnical Considerations.</i> October, 1981.</p> <p>Hahn and Associates, Inc. 2000. <i>Environmental Baseline Investigation for Marine Terminal 1 Redevelopment, Port of Portland Marine Terminal 1, 2100 NW Front Avenue, Portland, Oregon, Volume 2.</i> Prepared for the Port of Portland. May 15, 2000.</p> <p>Maul Foster and Alongi, Inc. 1998. <i>Focused Environmental Site Assessment, Terminal 1, Between Slip No. 2 and the Freemont Bridge, Northwest Portland, Oregon.</i> Prepared for the Port of Portland. August 25, 1998</p> <p>See site investigation records at Tab 6, specifically:</p> <p>Port of Portland. 2000. <i>Preliminary Assessment, Port of Portland, Terminal 1, 2200 NW Front Avenue, Portland, Oregon 97209.</i> September 18, 2000.</p> <p>Hahn and Associates, Inc. 2000. <i>Data Package,</i></p>

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		<p><i>Marine Terminal 1 South, 2100 NW Front Avenue, Portland, Oregon. Prepared for the Port of Portland. November 16, 2000.</i></p> <p>Oregon Department of Environmental Quality. 2002. <i>Record of Decision, Selected Remedial Action, Port of Portland Marine Terminal 1 South, Portland, Oregon, ECSI No. 2642.</i> September 26, 2002.</p> <p>Hart Crowser. 2002. <i>Feasibility Study Report, Terminal 1 South, Portland, Oregon. Prepared for the Port of Portland. March 25, 2002.</i></p> <p>Letter Report to Joe Mollusky, Port of Portland, Re: Feasibility Study Scoping Document, Port of Portland Terminal 1 South, Portland, Oregon, ECSI #2642.</p> <p>Hahn and Associates, Inc. 2002. <i>Groundwater Sampling Report, Port of Portland Marine Terminal 1 South, 2100 NW Front Avenue, Portland, Oregon. Prepared for the Port of Portland. February 25, 2002.</i></p> <p>Letter to Rod Struck, Oregon Department of Environmental Quality, Subject: Revised Addendum No. 1 to Work Plan for Supplemental Site Characterization, Marine Terminal 1 South Redevelopment, 2100 NW Front Avenue, Portland, Oregon.</p> <p>Hahn and Associates, Inc. 2001. <i>Monitoring Well Installation and Groundwater Sampling Report, Port of Portland Marine Terminal 1 South, 2100 NW Front Avenue, Portland, Oregon. Prepared for the Port of Portland. December 19, 2001.</i></p> <p>Hart Crowser. 2002. <i>Removal Action Work Plan, Terminal 1 South, Portland, Oregon. Prepared for the Port of Portland. June 13, 2002.</i></p>

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		<p>Hahn and Associates, Inc. 2001. <i>Terminal 1 South Remedial Investigation Report Volume 1. Prepared for the Port of Portland. July 12, 2001.</i></p>
<p>m. all aerial photographs of the Property in your possession.</p>	<p>Aerial photographs identified as relevant to the former Terminal 1 South property are included at Tab 4 and in the records referenced in the next column to the right.</p>	<p>See aerial photographs at Tab 4.</p> <p>See property transaction records at Tab 5, specifically:</p> <p>Hahn and Associates, Inc. 2000. <i>Environmental Baseline Investigation for Marine Terminal 1 Redevelopment, Port of Portland Marine Terminal 1, 2100 NW Front Avenue, Portland, Oregon, Volume 2.</i> Prepared for the Port of Portland. May 15, 2000.</p> <p>Maul Foster and Alongi, Inc. 1998. <i>Focused Environmental Site Assessment, Terminal 1, Between Slip No. 2 and the Freemont Bridge, Northwest Portland, Oregon.</i> Prepared for the Port of Portland. August 25, 1998</p> <p>GeoEngineers, Inc. 1996. <i>Limited Phase I Environmental Site Assessment, Terminal One - House 105 and Northwestern Cargo Lot, 2100 Northwest Front Avenue, Portland, Oregon.</i> Prepared for the Port of Portland. March 12, 1996</p> <p>Century West Engineering. 1991. <i>Confidential Report of Findings, Environmental Assessment, Terminal 1, Portland, Oregon. Prepared for the Port of Portland.</i> June 27, 1991.</p> <p>See site investigation records at Tab 6, specifically:</p> <p>Port of Portland. 2000. <i>Preliminary Assessment, Port of Portland, Terminal 1, 2200 NW Front Avenue, Portland, Oregon 97209.</i> September 18, 2000.</p>

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		Hahn and Associates, Inc. 2001. <i>Terminal 1 South Remedial Investigation Report Volume 1</i> . Prepared for the Port of Portland. July 12, 2001.
14. For Properties adjacent to the Willamette River, provide specific information describing the river-ward boundary of private ownership and where state aquatic lands and/or state-management jurisdiction begins. Provide a map that delineates the river-ward boundary of each Property.	The former Terminal 1 South property boundary is the line of ordinary high water. The property boundary was resolved by the property sale and boundary settlement between the Port and DSL of November 1987. The settlement contains a figure depicting the line of ordinary high water.	See agreements at Tab 1. See deeds at Tab 2.
15. For each Property, provide all reports, information or data you have related to soil, water (ground and surface), or air quality and geology/hydrogeology at and about each Property. Provide copies of all documents containing such data and information, including both past and current aerial photographs as well as documents containing analysis or interpretation of such data.	See records at Tab 5 and Tab 6.	See property transaction records at Tab 5. See site investigation records at Tab 6.
16. Identify all past and present solid waste management units or areas where materials are or were in the past managed, treated, or disposed (e.g., waste piles, landfills, surface impoundments, waste lagoons, waste ponds or pits, tanks, container storage areas, etc.) on each Property. For each such unit or area, provide the following information: a. a map showing the unit/area's boundaries and the location of all known units/areas whether currently in operation or not. This map should be drawn to scale, if possible, and clearly indicate the location and size of all past and present units/areas; b. dated aerial photograph of the site showing each unit/area; c. the type of unit/area (e.g., storage area, landfill, waste pile, etc.), and the dimensions of the unit/area; d. the dates that the unit/area was in use; e. the purpose and past usage (e.g., storage, spill containment, etc.); f. the quantity and types of materials (hazardous substances and any other chemicals) located in each unit/area and; g. the construction (materials, composition), volume, size, dates of cleaning, and condition of each unit/area.	No information was identified regarding such units or areas on the Terminal 1 South property. Information on the DEQ-supervised investigation and cleanup of discrete locations on the property is included in response to Question 71. Information regarding materials management and storage is provided in response to Questions 11 and 21.	

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17. If the unit/area described above is no longer in use, how was such unit/area closed and what actions were taken to prevent or address potential or actual releases of waste constituents from the unit/area.	Not applicable.	
18. For each Property, provide the following information regarding any current or former sewer or storm sewer lines or combined sanitary/storm sewer lines, drains, ditches, or tributaries discharging into the Willamette River:	<p>The current owner of the property is Riverscape, LLC.</p> <p>Historical sanitary and storm sewer information is contained in response to Questions 13 (b) and 13 (i).</p>	<p>See drawings and maps at Tab 3.</p> <p>See site investigation records at Tab 6, specifically:</p> <p>Port of Portland. 2000. <i>Preliminary Assessment, Port of Portland, Terminal 1, 2200 NW Front Avenue, Portland, Oregon 97209</i>. September 18, 2000.</p> <p>See MS4 permit information in Tab 13 of the Port's 104(e) response for Terminal 5, submitted to EPA and dated May 16, 2008.</p>
a. the location and nature of each sewer line, drain, ditch, or tributary;	A general description of the stormwater system that was historically present at the Terminal 1 South property is provided on response to Question 13 (i) above.	See MS4 permit information in Tab 13 of the Port's 104(e) response for Terminal 5, submitted to EPA and dated May 16, 2008.
b. the date of construction of each sewer line, drain, ditch, or tributary;	Unknown.	
c. whether each sewer line, or drain was ever connected to a main trunk line	During the Port's ownership of the Terminal 1 South property, the sanitary sewer lines connected to a main trunk line located at NW Front Avenue.	<p>See drawings and maps at Tab 3.</p> <p>See site investigation records at Tab 6, specifically:</p> <p>Port of Portland. 2000. <i>Preliminary Assessment, Port of Portland, Terminal 1, 2200 NW Front Avenue, Portland, Oregon 97209</i>. September 18, 2000.</p>
d. whether each sewer line, drain, ditch, or tributary drained any hazardous substance, waste, material or other process residue to the Willamette River; and	No documented evidence was identified.	<p>See property transaction records at Tab 5, specifically:</p> <p>Geraghty & Miller, Inc. 1995. Environmental Site Assessment, Port of Portland, Terminal 1, House No. 2, 2050 NW Front Avenue, Portland, Oregon. Prepared for the Port of Portland. December 11, 1995.</p>

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e. any documentation regarding but not limited to the following on any and all outfalls to the Willamette River which are located within the boundaries of the Property(ies). Your response should include, but not be limited to:	See response in sub-bullets (i) through (ii) below.	
i. the areas serviced by the outfalls; and	Unknown.	
ii. the type of outfall (i.e., storm water or single facility operational).	All of the former outfalls that served the Terminal 1 South property were dedicated to stormwater.	
19. Provide copies of any stormwater or property drainage studies, including data from sampling, conducted at these Properties on stormwater, sheet flow, or surface water runoff. Also provide copies of any Stormwater Pollution Prevention or Maintenance Plans or Spill Plans developed for different operations during the Respondent's operation of each Property.	During the Port's ownership of the Terminal 1 South Property, stormwater was managed under the Port's Municipal Separate Storm Sewer System (MS4) Discharge Permit No. 101314. No information pertaining to stormwater or drainage studies was identified during the Port's ownership.	See MS4 permit information in Tab 13 of the Port's 104(e) response for Terminal 5, submitted to EPA and dated May 16, 2008.
Section 4.0 - Respondent's Operational Activities		
20. Describe the nature of your operations or business activities at each Property. If the operation or business activity changed over time, please identify each separate operation or activity, the dates when each operation or activity was started and if applicable, ceased.	<p>The Port was the land owner of Terminal 1 South from 1971 to 2001-2003. During that time, the Port was the property manager for the tenants that leased the warehouses, yard space and berths at the property. As the owner, the Port performed activities for tenants, which included maintaining in good working order limited interior systems (plumbing and sprinklers), exterior structural components (windows, siding, roofs) and general maintenance of pavement and rail leads. The Port also had general maintenance responsibility for the berths (e.g. piling replacement).</p> <p>From 1984 to 1995, the Port used a portion of the property as the base of operations for the Port's Navigation Division. In addition, the Port periodically used the property for equipment storage. See also the response to Question 4 (f) above.</p> <p>See also the response to Question 4 (f) above.</p>	<p>See drawings and maps at Tab 3.</p> <p>See site investigation records at Tab 6, specifically:</p> <p>Hahn and Associates, Inc. 2001. <i>Terminal 1 South Remedial Investigation Report Volume 1. Prepared for the Port of Portland.</i> July 12, 2001.</p> <p>Port of Portland. 2000. <i>Preliminary Assessment, Port of Portland, Terminal 1, 2200 NW Front Avenue, Portland, Oregon 97209.</i> September 18, 2000.</p>
21. At each Property, did you ever use, purchase, generate, store, treat, dispose, or otherwise handle any waste, or material? If the answer to the preceding question is anything but an unqualified "no," identify:	According to a 1995 ESA, House No. 2 at the dredge base contained a battery/paint storage room and a large indoor open area that had a used oil AST, and a parts washer. Materials stored in these indoor areas included bulldozer and truck batteries, lubricants, used oil, enamels, petroleum products, lead-free paint, Chevron Solvent #375 and #365, gases (acetylene, argon, oxygen and carbon dioxide). Materials in outdoor storage areas at the dredge base included sludge/bilge waste in an AST and gasoline in 55-gallon drums.	See property transaction records at Tab 5, specifically:
a. in general terms, the nature and quantity of the waste or material so transported, used, purchased, generated, stored, treated, disposed, or otherwise handled;		Century West Engineering. 1991. <i>Confidential Report of Findings, Environmental Assessment, Terminal 1, Portland, Oregon.</i> Prepared for the Port of Portland. June 27, 1991.
b. the chemical composition, characteristics, physical state (e.g., solid, liquid) of each waste or material so transported, used, purchased, generated, stored.	According to Oregon State Fire Marshal Surveys from 1989-1991, the following materials were used and/or stored in connection with the dredge base:	See other environmental records at Tab 7,

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<p>treated, disposed, or otherwise handled;</p> <p>c. how each such waste or material was used, purchased, generated, stored, treated, transported, disposed or otherwise handled by you; and</p> <p>d. the quantity of each such waste or material used, purchased, generated, stored, treated, transported, disposed or otherwise handled by you.</p>	<ol style="list-style-type: none"> 1. Acetylene <ol style="list-style-type: none"> a. Stored inside Warehouse 2, on the dredge and on ships. b. Gas c. Contained in cylinders with greater than normal pressure and normal temperature. d. Average amount on hand 200-499 cubic feet; maximum amount on hand 200-499 cubic feet; total amount per year 200-499 cubic feet; 2. Argon/Oxygen <ol style="list-style-type: none"> a. Stored in the north corner of Warehouse 2, mobile units throughout Warehouse 2, at Berth 106 and on the dredge b. Gas c. Contained in cylinders with greater than normal pressure and normal temperature d. Average amount on hand 200-499 cubic feet; maximum amount on hand 200-499 cubic feet; total amount per year 200-499 cubic feet; 3. Carbon Dioxide <ol style="list-style-type: none"> a. Stored inside Warehouse 2. b. Gas c. Contained in cylinders with greater than normal pressure and normal temperature. d. Average amount on hand 200-499 cubic feet; maximum amount on hand 200-499 cubic feet; 4. Chem-O-Line Fuel Gas (hydrocarbon gases) <ol style="list-style-type: none"> a. Stored in the northwest corner outside Berth 106 near Warehouse 2, and on mobile units. b. Liquid c. Contained in cylinders with greater than normal pressure and normal temperature. d. Average amount 200-499 gallons; maximum amount 200-499 gallons; total amount per year 1,000-4,999 gallons; 5. Diesel Fuel (petroleum mid-distillate) <ol style="list-style-type: none"> a. Stored inside Warehouse 2, Berth 106, on the dredge, in tanks in the yard and in a steam crane under Fremont Bridge. b. Liquid c. Contained in steel drums under normal pressure and temperature. d. Average amount per year 10,000-49,999 gallons; maximum amount per year 100,000-249,999 gallons; total amount per year 1,000,000-2,499,999 gallons; 6. Durex Anti-Freeze (glycol derivative) <ol style="list-style-type: none"> a. Stored in the northwest corner of shop inside Warehouse 2. b. Liquid c. Contained in drums with normal pressure and normal temperature. d. Average amount per year 0-4 gallons; maximum amount per year 0-4 gallons; total amount per year 0-4 gallons; 7. Epoxy Polyamide Topcoat <ol style="list-style-type: none"> a. Stored inside covered structures, fenced and isolated, and at west side of yard. b. Liquid c. Contained in cans under normal pressure and temperature. d. Average amount per year 200-499 gallons; maximum amount per year 200-499 gallons; total amount per year 1,000-4,999 gallons; 	<p>specifically:</p> <p>Oregon State Fire Marshal Hazardous Substance Employer Survey. 1989.</p> <p>Oregon State Fire Marshal Hazardous Substance Employer Survey. 1990.</p> <p>Oregon State Fire Marshal Hazardous Substance Employer Survey. 1991.</p> <p>Letter to Russ Korvola, Port of Portland, Subject: Summary of Oregon State Fire Marshal Hazardous Substance Employer Survey.</p>

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	<p>8. Gasoline (paraffins, naphthenes, aromatics)</p> <ul style="list-style-type: none"> a. Stored inside Warehouse 2, a shed at Berth 106, and on the dredge. b. Liquid c. Contained in steel drums under normal pressure and temperature. d. Average amount per year 1,000-4,999 gallons; maximum amount per year 1,000-4,999 gallons; total amount per year 0-4 gallons; <p>9. Oil (petroleum distillates)</p> <ul style="list-style-type: none"> a. Stored throughout warehouse, in a shed at Berth 106, and on the dredge. b. Liquid c. Contained in steel drums and an aboveground storage tank under normal pressure and temperature. d. Average amount per year 100,000-249,999 gallons; maximum amount per year 100,000-249,999 gallons; total amount per year 100,000-249,999 gallons; <p>10. Oxygen</p> <ul style="list-style-type: none"> a. Stored in the northwest corner outside a shed at Berth 106, near Warehouse 2, on the dredge, piped throughout Warehouse 2, at Berth 106 and on mobile units. b. Gas c. Contained in cylinders under greater than normal pressure and normal temperature. d. Average amount per year 200-499 cubic feet; maximum amount per year 200-499 cubic feet; total amount per year 1,000-4,999 cubic feet; <p>11. Solvent (petroleum distillate)</p> <ul style="list-style-type: none"> a. Stored in the east side Warehouse 2 and on the dredge. b. Liquid c. Contained in steel drums under normal pressure and temperature. d. Average amount per year 0-4 gallons; maximum amount per year 0-4 gallons; total amount per year 200-499 gallons; <p>12. Naphthol Spirits 66/3;</p> <ul style="list-style-type: none"> a. Stored in the east side of Warehouse 2. b. Liquid c. Contained in plastic or non-metallic drums under normal pressure and temperature. d. Average amount per year 0-4 gallons; maximum amount per year 0-4 gallons; total amount per year 0-4 gallons; <p>13. Propane</p> <ul style="list-style-type: none"> a. Stored in the northwest corner outside Berth 106, near Warehouse 2, on mobile units, and on the dredge. b. Liquid c. Contained in cylinders under greater than normal pressure and normal temperature. d. Average amount per year 5-9 gallons; maximum amount per 10-19 gallons; total amount per year 10-19 gallons; <p>14. Solvent</p> <ul style="list-style-type: none"> a. Stored throughout Warehouse 2, in a shed at Berth 106, and on the dredge in small containers. b. Liquid c. Contained in cans under greater than normal pressure and normal temperature. 	

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	<p>d. Average amount per year 0-4 gallons; maximum amount per year 0-4 gallons; total amount per year 0-4 gallons;</p> <p>15. Solvent</p> <p>a. Stored in the east side of Warehouse 2 and on the dredge.</p> <p>b. Liquid</p> <p>c. Contained in steel drums under normal pressure and temperature.</p> <p>d. Average amount per year 0-4 gallons; maximum amount per year 0-4 gallons; total amount per year 200-499 gallons;</p> <p>16. Sulfuric acid</p> <p>a. Stored on the dredge near the engine room.</p> <p>b. Liquid</p> <p>c. Contained in steel drums under normal pressure and normal temperature.</p> <p>d. Average amount per year 0-4 gallons; maximum amount per year 0-4 gallons; total amount per year 0-4 gallons;</p> <p>17. Thinner 350B</p> <p>a. Stored inside a shed at Berth 106</p> <p>b. Liquid</p> <p>c. Contained in steel drums under normal pressure and normal temperature.</p> <p>d. Average amount per year 0-4 gallons; maximum amount per year 0-4 gallons; total amount per year 0-4 gallons;</p> <p>18. Glycol derivatives</p> <p>a. Stored in the northwest corner of the shop in Warehouse 2.</p> <p>b. Liquid</p> <p>c. Contained in steel drums under normal pressure and normal temperature.</p> <p>d. Average amount per year 0-4 gallons; maximum amount per year 0-4 gallons; total amount per year 0-4 gallons;</p>	
<p>22. Describe all activities at each Property that was conducted over, on, or adjacent to, the Willamette River. Include in your description whether the activity involved hazardous substances, waste, or materials and whether any such hazardous substances, waste, or materials were discharged, spilled, disposed of, dropped, or otherwise came to be located in the Willamette River.</p>	<p>When the City CPD owned the Terminal 1 South property, over-water activities included the loading and unloading of lumber, logs, paper products, steel, containers, and bagged grain.</p> <p>During the Port's ownership (1971 to 2001-2003), three berths served the Terminal 1 South property (Berth 104, 105 and 106). The Port had general maintenance responsibility for the berths (e.g. maintenance dredging, piling replacement). Generally, the Port's over-water activities adjacent to the property included temporary equipment storage (dry docks), and the use of a boat house at the head of Slip No. 2 for storage of a small skiff associated with the dredge base. See also the response to Questions 4 (f), 5 and 20 above.</p> <p>Activities by Port tenants that occurred at the berths were generally berthing and wharfing and related activities (loading and unloading products across docks). Activities by vessels that called on Terminal 1 South from 1971 to 1986 were governed by the Port's published tariff, approved by the Federal Maritime Commission.</p> <p>The ESAs prepared for the Terminal 1 South property in 1991 and 1995 indicated ships docked at the berths</p>	<p>See maps and drawings at Tab 3.</p> <p>See property transaction records at Tab 5, specifically:</p> <p>Century West Engineering. 1991. <i>Confidential Report of Findings, Environmental Assessment, Terminal 1, Portland, Oregon</i>. Prepared for the Port of Portland. June 27, 1991.</p> <p>See other environmental records at Tab 7, specifically:</p> <p>Letter to US Department of Justice, Civil</p>

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	<p>were either fueled or had bilges unloaded by Pacific Coast Environmental. Pacific Coast reportedly used mobile trucks that had a hose that extended from the tanker truck over the dock structure to the vessel.</p> <p>Available information from regulatory agencies and Port records were reviewed for information on spills and releases. Based upon available records for the post-1970 period, over-water spills and spills to the river have been identified as follows:</p> <ul style="list-style-type: none"> • 11/2/1971 – Oil slick associated with vessel M/V Maria Carla D'Amico observed adjacent to Terminal 1; estimated 90 gallons released to Willamette River. It should be noted that a summary of this spill was also included in the Port's 104(e) response for Terminal 1 North, as the specific location at Terminal 1 is not apparent based on the available records. • 5/24/1974 – A discharge of lube oil occurred from the maintenance shop in the Gearlocker because of an equipment failure and caused an oil sump to overflow into the Willamette River. A 5-foot by 15-foot oil slick was observed and it was estimated that less than one gallon of oil per day entered the river. • 3/9/1981 – 10 by 1,000 feet spill observed at Berth 104; no known cause. • 10/19/1981 – A spill was reported extending from Berth 105 down to Berth 101, although no ships were in the vicinity, only a barge; 20-30 feet wide; • 5/30/1985 – Tug "Navigator" had a wire run through the propeller shaft seal causing it to spew oil when it was departing from Berth 104. No volume was indicated, but the release was reported to the Coast Guard and cleaned up by Crowley Maritime's environmental team on the day of the release. • 5/21/1991 – Any oily sheen was observed downriver from an old paddle-wheel docked at Berth 105. • 9/11/1996 – An overspray occurred while a contractor was painting the Marad vessel Green Mountain State. Marad accepted responsibility for the overspray and contacted the affected tenant, Thermo Pressed Laminates. <p>These environmental conditions in-water near Terminal 1 were also observed:</p> <ul style="list-style-type: none"> • 1968 – Oil slick from release at upstream Zidell facility observed at Terminal 1. • 9/25/1981 – An oil slick was observed emanating from the Fremont Bridge area downstream to Terminal 1 Berths 101 to 106; source reported as upriver (quantity not specified). • 6/24/1997 – Release of unspecified oil reported based on 'unknown sheen sighting', sheen size approximately 100 ft x 100 ft; some rainbow color; caller was aboard SS Beaver State. <p>From World War II to 1960, Shaver Transportation Company (Shaver) owned and operated a barge service, which included two dedicated sludge barges, the Oneonta and the Occident. Shaver would transport these barges to vessels and other waterfront operators and collect oily bilge water, sludges, wastes and other materials. Shaver subsequently towed the barges and pumped out the materials for disposal at its upland sump site in the Rivergate area of the Harbor. Records produced by Shaver in Oregon Steel Mills v. Port of Portland, Case No. 0201-00718 (Multnomah County Circuit Court) reflect that Shaver Transportation Company collected materials from two vessels in 1956 while docked at the City CPD's Terminal 1, including the vessel Sur Jewel in January 1956 and the vessel Alboro in March 1956. Review of these logs indicates the pickup locations correspond with</p>	<p>Division, Admiralty and Shipping Section, Re: Refuse Act Violations - District of Oregon.</p> <p>Memos to G.B. Southworth, Port of Portland, Subject: Oil Spill T-1, B-104.</p> <p>Letter to Port of Portland, Re: Oil Discharge, Willamette River, 24 May 1974 (PCN PD-068-74).</p> <p>Record of Oil Spills 2/6/81 through 7/2/82.</p> <p>Email to Helen Irwin, Andrea Marzette, Port of Portland, Subject: Overspray, Terminal 1.</p> <p>See additional references at Tab 8, specifically:</p> <p>PBS Environmental. 1995. <i>Port of Portland Dry Docks 1 & 2 at Marine Terminal 1, Hazardous Materials Investigation</i>. June 1995.</p> <p>See tariffs in Tab 8 and spills and releases information in Tab 7 of the Port's 104(e) response for Terminal 1 North, submitted to EPA and dated July 16, 2008.</p>

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	Berth 3 (formerly located on the south side of Slip No. 1) and Berth 4 (formerly located on the north side of Slip No. 1) at the Terminal 1 South property, respectively. See documentation at Tab 8.	
<p>23. For each Property at which there was or is a mooring facility, dock, wharf or any over-water structure, provide a summary of over-water activities conducted at the structure, including but not limited to, any material loading and unloading operations associated with vessels, materials handling and storage practices, ship berthing and anchoring, ship fueling, and ship building, retrofitting, maintenance, and repair.</p>	<p>Over-water structures at the former Terminal 1 South property were generally used for berthing and wharfing activities. Vessel loading and unloading activities were governed by the Port's regulatory tariff, as amended from time to time.</p> <p>During the period of its lay berth agreement, Marad periodically conducted maintenance on its ships berthed at Berth 104.</p> <p>ESAs prepared for the Terminal 1 South property in 1991 and 1995 indicated ships docked at the berths were either fueled or had bilges unloaded by Pacific Coast Environmental. Pacific Coast reportedly used mobile trucks that had a hose that extended from the tanker truck over the dock structure to the vessel.</p> <p>See also the response to Questions 11 and 22 above.</p>	<p>See site investigation records at Tab 6, specifically:</p> <p>Hahn and Associates, Inc. 2001. <i>Terminal 1 South Remedial Investigation Report Volume 1</i>. Prepared for the Port of Portland. July 12, 2001.</p> <p>See tariffs in Tab 8 and spills and releases information in Tab 7 of the Port's 104(e) response for Terminal 1 North, submitted to EPA and dated July 16, 2008.</p>
<p>24. Describe all activities conducted on leased aquatic lands at each Property. Include in your description whether the activity involved hazardous substances, waste, or materials and whether any such hazardous substances, waste, or materials were discharged, spilled, disposed of, dropped, or otherwise came to be located on such leased aquatic lands.</p>	<p>Activities on aquatic lands leased adjacent to the former Terminal 1 South property were limited to vessel and boat house moorage. See response to Question 12 above.</p>	
<p>25. Please describe the years of use, purpose, quantity, and duration of any application of pesticides or herbicides on each Property during the period of investigation (1937 to the present). Provide the brand name of all pesticides or herbicides used.</p>	<p>Available records did not indicate the use of pesticides or herbicides at the Terminal 1 South property.</p>	
<p>26. Describe how waste is transported off the Property for disposal and ever were handled, stored, and/or treated prior to transport to the disposal facility.</p>	<p>Based on available records, the following non-hazardous wastes were transported from the property during the Port's ownership:</p> <ul style="list-style-type: none"> • Non-hazardous, solid waste was contracted for proper disposal through Gruellers Sanitary Service, Inc. • According to a 1995 ESA, Pacific Coast Environmental, Inc. was contracted to empty a used oil tank and sludge/bilge water tank approximately twice per year transported the materials off site for recycling. • Three dumpsters were periodically emptied by A Bear Box Company, which reportedly transported the contents to Metro Landfill. Scrap metal was collected near the dumpsters and was periodically disposed 	<p>See other environmental records at Tab 7, specifically:</p> <p>T1 Environmental Information Survey (02-12-1990).</p> <p>Hahn and Associates, Inc. 1995. <i>Waste Determination and Disposal Assistance, Suspected Creosote Contaminated Timber Planks, Port of Portland, Marine Terminal 1</i>.</p>

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	<p>by Costa Scrap Metal.</p> <ul style="list-style-type: none"> Creosote-treated pilings were transported by McInnis & Sons to the Hillsboro Landfill in Hillsboro, Oregon in 1995. <p>Information regarding the generation of hazardous wastes at the property was not identified.</p>	<p>2200 NW Front, Portland, Oregon. Prepared for the Port of Portland. May 2, 1995.</p> <p>Hillsboro Landfill Permit to Dispose and Associated Documentation for Treated Timbers.</p>
<p>27. Has Respondent ever arranged for disposal or treatment or arranged for transportation for disposal or treatment of materials to any Property (including the Willamette River) within the Investigation Area? If so, please identify every Property that Respondent's materials were disposed or treated at in the Investigation Area. In addition, identify:</p> <ol style="list-style-type: none"> the persons with whom the Respondent made such arrangements; every date on which Respondent made such arrangements; the nature, including the chemical content, characteristics, physical state (e.g., solid, liquid) and quantity (volume and weight) of all materials involved in each such arrangement; in general terms, the nature and quantity of the non-hazardous materials involved in each such arrangement; in general terms, the nature and quantity of any hazardous materials involved in each such arrangement; the owner of the materials involved in each such arrangement, if not Respondent; all tests, analyses, analytical results or manifests concerning each hazardous material involved in such transactions; the address(es) for each Property, precise locations at which each material involved in such transactions actually was disposed or treated; the owner or operator of each facility at which hazardous or non-hazardous materials were arranged to be disposed at within the Investigation Area; who selected the location to which the materials were to be disposed or treated; who selected the Property as the location at which hazardous materials were to be disposed or treated; and any records of such arrangement and each shipment. 	<p>The Port has not located any information indicating that it arranged for disposal or treatment of materials at the Terminal 1 South property.</p>	

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EPA Question	Response	Reference
28. Describe the plants and other buildings or structures where Respondent carried out its operations at each Property within the Investigation Area (excluding locations where ONLY clerical/office work was performed).	Between 1984 and 1995, the Port's Navigation Division used a portion of the Terminal 1 South property as its dredge base. Buildings used included Warehouse No. 2 and House No. 106. Warehouse No. 2 contained Navigation's administrative offices and work areas, mechanics office, battery/paint storage room, and a large open area that had a sunken railroad track pit, and space for equipment, a used oil tank, parts washer an air compressor area. House No. 106 was used for storage, maintenance and repair activities (e.g., engine overhauls).	
29. Provide a schematic diagram or flow chart that fully describes and/or illustrates the Respondent's operations on each Property.	Not applicable. The Port did not conduct any activities at the Terminal 1 South property that could be or were depicted in a schematic diagram.	
30. Provide a brief description of the nature of Respondent's operations at each location on each Property including: a. the date such operations commenced and concluded; and b. the types of work performed at each location, including but not limited to the industrial, chemical, or institutional processes undertaken at each location.	<p>The Port was the land owner of Terminal 1 South from 1971 to 2001-2003. During that time, the Port's activities at the property included:</p> <p><u>Property Management</u> The Port was the property manager for the tenants that leased the warehouses, yard space and berths at the property, and performed or contracted for certain general landlord activities, which included maintaining in good working order limited interior systems (plumbing and sprinklers), exterior structural components (windows, siding, roofs) and general maintenance of pavement and rail leads. The Port also had general maintenance responsibility for the berths (e.g. piling replacement).</p> <p><u>Dredge Base</u> Between 1984 and 1995, the Port's Navigation Division used a portion of the Terminal 1 South property as its dredge base. Buildings used included Warehouse No. 2 for administrative offices and work areas, and House No. 106 for storage, maintenance and repair activities (e.g., engine overhauls). Outside areas used included paved yard space for the storage of supplies and equipment, and limited paved yard space for maintenance and repair activities associated with dredge equipment.</p> <p>See also response to Questions 4 (f), 11 and 28.</p>	<p>See additional references at Tab 8, specifically:</p> <p>PBS Environmental. 1995. <i>Port of Portland Dry Docks 1 & 2 at Marine Terminal 1, Hazardous Materials Investigation</i>. June 1995.</p>
31. If the nature or size of Respondent's operations changed over time, describe those changes and the dates they occurred.	See response to Questions 4 (f) and 30.	
32. List the types of raw materials used in Respondent's operations, the products manufactured, recycled, recovered, treated, or otherwise processed in these operations.	Not applicable	
33. Provide copies of Material Safety Data Sheets (MSDS) for materials used in the Respondent's operations.	MSDS for materials listed in response to Question 21 could not be located.	

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<p>34. Describe the cleaning and maintenance of the equipment and machinery involved in these operations, including but not limited to:</p> <ol style="list-style-type: none"> the types of materials used to clean/maintain this equipment/machinery; the monthly or annual quantity of each such material used. the types of materials spilled in Respondent's operations; the materials used to clean up those spills; the methods used to clean up those spills; and where the materials used to clean up those spills were disposed of. 	<p>According to a 1995 ESA, Navigation conducted the following cleaning and maintenance activities related to the dredge base:</p> <ul style="list-style-type: none"> Conducted maintenance on barges and barge parts, dredging bulldozers, and dredging equipment. Specific details are not known. Utilized a parts washer to clean bulldozer parts. The parts cleaner reportedly used Chevron RD-Solvent #375 and solvent #365. Both solvents contained naphtha). Information on specific quantities was not available. 	<p>Geraghty & Miller, Inc. 1995. Environmental Site Assessment, Port of Portland, Terminal 1, House No. 2, 2050 NW Front Avenue, Portland, Oregon. Prepared for the Port of Portland. December 11, 1995.</p>
<p>35. Describe the methods used to clean up spills of liquid or solid materials during Respondent's operation.</p>	<p>Available records did not indicate the specific methods used to clean up spills or liquids or solid materials during the Port's ownership of the Terminal 1 South property; however, subsequent to its adoption, spill response and cleanup procedures were covered by the Port-wide Environmental Management System (EMS).</p>	
<p>36. For each type of waste (including by-products) from Respondent's operations, including but not limited to all liquids, sludges, and solids, provide the following information:</p> <ol style="list-style-type: none"> its physical state; its nature and chemical composition; its color; its odor. the approximate monthly and annual volumes of each type of waste (using such measurements as gallons, cubic yards, pounds, etc.); and the dates (beginning & ending) during which each type of waste was produced by Respondent's operations. 	<p>Unknown.</p>	
<p>37. Provide a schematic diagram that indicates which pan of Respondent's operations generated each type of waste, including but not limited to wastes generated by cleaning and maintenance of equipment and machinery and wastes resulting from spills of liquid materials.</p>	<p>Not applicable. The Port did not conduct any activities that could be or were depicted in a schematic diagram.</p>	
<p>38. Identify all individuals who currently have and those who have had responsibility for Respondent's environmental matters (e.g. responsibility for the disposal, treatment, storage, recycling, or sale of Respondent's wastes). Also provide each individual's job title, duties, dates performing those duties, supervisors for those duties, current position or the date of the individual's resignation, and the nature of the information possessed by such individuals concerning Respondent's waste</p>	<p>The Port is the former owner of the Terminal 1 South property.. However, the current employees who have/had responsibility for the Port's environmental matters include:</p> <ul style="list-style-type: none"> David Breen, Environmental Project Manager II Sebastian Degens – Marine Planning & Development Manager Jennifer Fonseca-Littrell – Environmental Specialist I Marla Harrison – Operations Environmental Safety Manager I 	

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management.	<ul style="list-style-type: none"> • Stan Jones, Aviation Environmental Compliance Manager • Nicole LaFranchise, Environmental Project Manager III • Joe Mollusky, Real Estate Program Manager • Sam Ruda, Director of Marine & Industrial Development <p>Former employees who have had responsibility for the Port's environmental matters include:</p> <ul style="list-style-type: none"> • John Childs, Environmental Project Manager II (1997-2003) • Katherine Futornick, Corporate Environmental Manager (1994-1999) • Danil Hancock, Waterway Resources Manager (1988-1994) • Russell Korvola, Environmental Services Manager (1988-1995) • Cheryl Koshuta, Chief Environmental Officer (1999-2007) • Roland Montagne, Environmental External Affairs Manager (1986-1999) • Padraic Quinn, Environmental Project Manager II (1993-2002) • Denise Ragland, Marine Superintendent II (1967-2003) • Anne Summers, Environmental Project Manager III (2001-2008) 	
39. For each type of waste describe Respondent's contracts, agreements or other arrangements for its disposal, treatment, or recycling.	Unknown.	
40. Provide copies of such contracts and other documents reflecting such agreements or arrangements: a. state where Respondent sent each type of its waste for disposal, treatment, or recycling; b. identify all entities and individuals who picked up waste from Respondent or who otherwise transported the waste away from Respondent's operations (these companies and individuals shall be called "Waste Carriers" for purposes of this Information Request); c. if Respondent transported any of its wastes away from its operations, please so indicate; d. for each type of waste specify which Waste Carrier picked it up; e. indicate the ultimate disposal/recycling/treatment location for each type of waste. f. provide all documents indicating the ultimate disposal/recycling/treatment location for each type of waste; and g. state the basis for and provide any documents supporting the answer to the previous question.	Not applicable.	
41. Describe all wastes disposed by Respondent into Respondent's drains including but not limited to: a. the nature and chemical composition of each type of	Based on available records, there is no indication of wastes being disposed into drains at the Terminal 1 South property.	

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waste; b. the dates on which those wastes were disposed; c. the approximate quantity of those wastes disposed by month and year; d. the location to which these wastes drained (e.g. septic system or storage tank at the Property, pre-treatment plant, Publicly Owned Treatment Works (POTW), etc.); and e. whether and what pretreatment was provided.		
42. Identify any sewage authority or treatment works to which Respondent's waste was sent.	The Port is not aware of any waste materials sent to the sewage authority or treatment works (i.e., City of Portland POTW).	
43. Describe all settling tank, septic system, or pretreatment system sludges or other treatment wastes resulting from Respondent's operations.	No records have been located that identify installation or use of a wastewater treatment system for any Port activities at the Terminal 1 South property.	
44. If applicable, describe the facilities, processes and methods Respondent or Respondent's contractor used, and activities engaged in, either currently or in the past, related to ship building, retrofitting, maintenance or repair, including, but not limited to, dry-docking operations, tank cleaning, painting and re-powering.	To the Port's knowledge, the Port has not used the Terminal 1 South property for activities related to shipbuilding, ship maintenance or repair.	
45. Describe any hazardous substances, wastes, or materials used or generated by the activities described in response to the previous Question and how these hazardous substances, materials and wastes were released or disposed of.	Unknown.	
46. Provide copies of any records you have in your possession, custody or control relative to the activities described in response to the previous two Questions.	Not applicable.	
47. Describe any process or activity conducted on a Property identified in response to Question 4 involving the acquisition, manufacture, use, storage, handling, disposal or release or threatened release of polychlorinated biphenyl(s) ("PCB(s)" or PCB(s)-containing materials or liquids.	<p>During the Port's ownership of the Terminal 1 South property, the following PCB-equipment was identified:</p> <ul style="list-style-type: none"> In 1997, samples of oil were taken from an electrical transformer and circuit breaker. Both samples indicated PCB concentrations were below applicable regulatory criteria. Recycling of the oil and equipment shells was completed by Coleman Metals of Salem, Oregon and Oil Re-refining of Portland, Oregon, respectively. 	<p>See other environmental records at Tab 7, specifically:</p> <p>Memorandum to Stan Jones, Port of Portland, Subject: Terminal 1, Transformer and Circuit Breaker Oil Sampling and PCB Analysis.</p> <p>Letter to Stan Jones, Port of Portland, re: Disposal of Electrical Transformer and Circuit Breaker, Terminal 1, Portland, Oregon, Purchase Order No. S1615, Project No. 51833, Task No,</p>

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		216.
48. For each process or activity identified in response to the previous Question, describe the dates and duration of the activity or process and the quantity and type of PCB(s) or PCB(s) containing materials or liquids.	Unknown.	
49. For each process or activity identified in response to the previous two Questions, identify the location of the process or activity on the Property.	Not applicable.	
Section 5.0 - Regulatory Information		
50. Identify all federal, state and local authorities that regulated the owner or operator of each Property and/or that interacted with the owner or operator of each Property. Your response is to address all interactions and in particular all contacts from agencies/departments that dealt with health and safety issues and environmental concerns.	<p>Environmental regulators/authorities include:</p> <ul style="list-style-type: none"> Federal – Army Corps of Engineers; National Marine Fisheries Service (NMFS); EPA; Coast Guard State – Oregon DEQ; Department of State Lands (DSL); Oregon Water Resources Division; Oregon Fish & Wildlife Local – City of Portland Bureau of Environmental Services; City of Portland Fire Bureau, City of Portland Harbormaster <p>Health & Safety regulators/authorities include:</p> <ul style="list-style-type: none"> Federal – U.S. Department of Labor, Office of Worker's Compensation Programs; Coast Guard State – State of Oregon, Department of Consumer and Business Services; State of Oregon Worker's Compensation Division; Oregon OSHA Local – City of Portland Police Bureau; City of Portland Fire Bureau; Multnomah County Sherriff's Department <p>Known contacts from these are addressed below in the response to Question 51.</p>	
51. Describe all occurrences associated with violations, citations, deficiencies, and/or accidents concerning each Property during the period being investigated related to health and safety issues and/or environmental concerns. Provide copies of all documents associated with each occurrence described.	<p>The Port did not identify any violations related to environmental concerns during its period of ownership of the Terminal 1 South property; however, the following health and safety concerns were identified in available records:</p> <ul style="list-style-type: none"> 9/25/1978 – An accident investigation report indicated an employee slipped on sand while sandblasting a trailer in House No. 3 and wrenched his knee. No further documentation indicated investigation or violation status. 6/28/1982 – During an inspection, an air compressor located in the electrical shop was found to not have 	<p>See additional references at Tab 8, specifically:</p> <p>Letter to Workers' Compensation Department, Fiscal Division, Ret: OSEA Citation E4787-104-82 Issued July 19, 1982.</p> <p>Supervisor's Accident Investigation Report for Injury to (b) (6) on 9/20/1984.</p>

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	<p>a complete guard to prevent possible contact with the in-running nip points of the horizontal multiple strand v-belt drive. A Toledo power hack saw located in the electrical shop did not have a complete guard to prevent contact with the in-running nip points of the inclined multiple belt drives. The motor acted as a tensioning device. Other violations were described in this document without reference to which of the Port facilities was in violation.</p> <ul style="list-style-type: none"> 9/20/1984 – According to an incident/accident report, an employee transporting a barrel using a forklift hit a bump and the liquid contained in the barrel sprayed into the employee's eye. The employee was promptly treated and released under a physicians care and no bodily or property damage was reported. 	Supervisor's Accident Investigation Report for Injury to (b) (6) on 9/25/1978.
<p>52. Provide a list of all local, state and federal environmental permits ever issued to the owner or operator on each Property (e.g., RCRA permits, NPDES permits, etc.). Please provide a copy of each federal and state permit, and the applications for each permit, ever issued to the owner or operator on each Property.</p>	<p>During the Port's ownership of the Terminal 1 South property, the following environmental permits were in effect:</p> <ul style="list-style-type: none"> Oregon DEQ - NPDES Municipal Separate Storm Sewer System (MS4) Discharge Permit No. 101314 was issued to the Port on September 7, 1995 and renewed on July 27, 2005. This permit is still in effect, although it no longer covers Terminal 1 South since the property was sold and redeveloped. <p>Copies of the above-referenced permit were included with the Port's 104(e) response for the Terminal 5 property, which was submitted to EPA on May 16, 2008.</p>	See MS4 permit information in Tab 13 of the Port's 104(e) response for Terminal 5, submitted to EPA and dated May 16, 2008.
<p>53. Did the owner or operator ever file a Hazardous Waste Activity Notification under the RCRA? If so, provide a copy of such notification.</p>	Not to the Port's knowledge.	
<p>54. Did the owner or operator's facility on each Property ever have "interim status" under the RCRA? If so, and the facility does not currently have interim status; describe the circumstances under which the facility lost interim status.</p>	Not to the Port's knowledge.	
<p>55. Provide all RCRA Identification Numbers issued to Respondent by EPA or a state for Respondent's operations.</p>	There is no facility-specific RCRA Identification Number.	
<p>56. Identify all federal offices to which Respondent has sent or filed hazardous substance or hazardous waste information. State the years during which such information was sent/filed.</p>	Not applicable.	
<p>57. Identify all state offices to which Respondent has sent or filed hazardous substance or hazardous waste information. State the years during which such information was sent/filed.</p>	Oregon State Fire Marshal (1989-1991).	See other environmental records at Tab 7.

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58. List all federal and state environmental laws and regulations under which Respondent has reported federal or state governments, including but not limited to: Toxic Substances Control Act, 15 U.S.C. Sections 2601 et seq., (TSCA); Emergency Planning and Community Right-to-Know Act, 42 U.S.C. Sections 1101 et seq., (EPCRA); and the Clean Water Act (the Water Pollution Prevention and Control Act), 33 U.S.C. Sections 1251 et seq., Oregon Hazardous Substance Remedial Action Law, ORS 465.315, Oregon Water Quality law, ORS Chapter 468(b), Oregon Hazardous Waste and Hazardous Materials law, ORS Chapters 465 and 466, or Oregon Solid Waste law, ORS Chapter 459. Provide copies of each report made, or if only oral reporting was required, identify the federal and state offices to which such report was made.	<ul style="list-style-type: none"> Federal – Clean Water Act. §404 permits; NPDES (MS4) permit administered by Oregon DEQ. State – Port’s NPDES DEQ Municipal Separate Storm Sewer System (MS4) Discharge Permit No. 101314; Hazardous Substance Remedial Action Rules, Division 122 (OAR 340-122-010 through 0590) 	See MS4 permit information in Tab 13 of the Port’s 104(e) response for Terminal 5, submitted to EPA and dated May 16, 2008.
59. Provide a copy of any registrations, notifications, inspections or reports required by the Toxic Substances Control Act, 15 USC § 2601 et seq., or state law, to be maintained or submitted to any government agency, including fire marshal(s), relating to PCB(s) or PCB(s) containing materials or liquids on any Property identified in response to Question 4.	Not applicable.	
60. Has Respondent or Respondent’s contractors, lessees, tenants, or agents ever contacted, provided notice to, or made a report to the Oregon Department of State Lands (“DSL”) or any other state agency concerning an incident, accident, spill, release, or other event involving Respondent’s leased state aquatic lands? If so, describe each incident, accident, spill, release, or other event and provide copies of all communications between Respondent or its agents and DSL or the other state agency and all documents that were exchanged between Respondent, its agents and DSL or other state agency.	Not to the Port’s knowledge.	
61. Describe all notice or reporting requirements to DSL that you had under an aquatic lands lease or state law or regulation regarding incidents affecting, or activities or operations occurring on leased aquatic lands. Include the nature of the matter required to be reported and the office or official to whom the notice or report went to. Provide copies of all such notices or reports.	Not Applicable.	
Section 6.0 - Releases and Remediation		
62. Identify all leaks, spills, or releases into the environment of any waste, including petroleum, hazardous	See response to Questions 11, 22 and 63. No other responsive information was identified.	

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<p>substances, pollutants, or contaminants, that have occurred at or from each Property, which includes any aquatic lands owned or leased by Respondent. In addition, identify and provide copies of any document regarding:</p> <ul style="list-style-type: none"> a. when such releases occurred; b. how the releases occurred (e.g. when the substances were being delivered by a vendor, transported or transferred (to or from any tanks, drums, barrels, or recovery units). and treated); c. the amount of each hazardous substances, pollutants, or contaminants so released; d. where such releases occurred; e. any and all activities undertaken in response to each such release or threatened release, including the notification of any agencies or governmental units about the release; f. any and all investigations of the circumstances, nature, extent or location of each release or threatened release including, the results of any soil, water (ground and surface), or air testing undertaken; g. all persons with information relating to these releases; and h. list all local, state, or federal departments or agencies notified of the release, if applicable; i. include a description of a sulfuric acid spill in May 1989 recorded by the Oregon State Fire Marshall's Office; and j. Specifically provide all information you have regarding spills, releases or waste disposal practices of Cargill, Inc. on any of your Properties. 		
<p>63. Was there ever a spill, leak, release or discharge of waste, including petroleum, or hazardous substances, pollutant or contaminant into any subsurface disposal system or floor drain inside or under a building on the Property? If the answer to the preceding question is anything but an unqualified "no", identify:</p> <ul style="list-style-type: none"> a. where the disposal system or floor drains were located; b. when the disposal system or floor drains were installed; c. whether the disposal system or floor drains were connected to pipes; d. where such pipes were located and emptied; e. when such pipes were installed; f. how and when such pipes were replaced, or repaired; and g. whether such pipes ever leaked or in any way released such waste or hazardous substances into the environment. 	<p>Not to the Port's knowledge.</p>	

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<p>64. Has any contaminated soil ever been excavated or removed from the Property? Unless the answer to the preceding question is anything besides an unequivocal "no", identify and provide copies of any documents regarding:</p> <ul style="list-style-type: none"> a. amount of soil excavated; b. location of excavation presented on a map or aerial photograph; c. manner and place of disposal and/or storage of excavated soil; d. dates of soil excavation; e. identity of persons who excavated or removed the soil, if other than a contractor for Respondent; f. reason for soil excavation; g. whether the excavation or removed soil contained hazardous substances, pollutants or contaminants, including petroleum, what constituents the soil contained, and why the soil contained such constituents; h. all analyses or tests and results of analyses of the soil that was removed from the Property; i. all analyses or tests and results of analyses of the excavated area after the soil was removed from the Property; and j. all persons, including contractors, with information about (a) through (i) of this request. 	<p>Yes, during the redevelopment of the Terminal 1 South property for residential/commercial use, impacted soil was removed from two locations during the remedial action as follows:</p> <p><u>Removal Action, Parcel 2 (Area B)</u></p> <ul style="list-style-type: none"> a. 6,309 tons. Refer to <i>Removal Action Report, Parcel 2 (Area B), Terminal 1 South, Portland, Oregon</i> (Hart Crowser, 2002) for further information. b. See Drawings C-7 and C-8 from <i>Removal Action Report, Parcel 2 (Area B), Terminal 1 South, Portland, Oregon</i> (Hart Crowser, 2002). c. The soil was disposed off-site at Coffin Butte Landfill in Corvallis, Oregon. See Appendix D of <i>Removal Action Report, Parcel 2 (Area B), Terminal 1 South, Portland, Oregon</i> (Hart Crowser, 2002). d. July 29, 2002 through October 11, 2002 e. Eudaly Brothers f. The purpose of this RA activity was to reduce human health from soil contaminated with polynuclear aromatic hydrocarbons (PAHs) and total petroleum hydrocarbons (TPH). g. Oil-range hydrocarbons, barium and PAHs. The likely or potential sources of contamination included underground storage tanks and dry wells. See Tables 10 and 11 from <i>Removal Action Report, Parcel 2 (Area B), Terminal 1 South, Portland, Oregon</i> (Hart Crowser, 2002) for further information. h. NWTPH-Dx, PAHs per EPA Method 8270 SIM, and Toxicity Characteristic Leaching Procedure (TCLP) metals per EPA Method 1311/6010A. See Appendix E from <i>Removal Action Report, Parcel 2 (Area B), Terminal 1 South, Portland, Oregon</i> (Hart Crowser, 2002) for further information. i. NWTPH-Dx and PAHs per EPA Method 8270 SIM. See Appendix E from <i>Removal Action Report, Parcel 2 (Area B), Terminal 1 South, Portland, Oregon</i> (Hart Crowser, 2002) for further information. j. Port of Portland, Hart Crowser, Eudaly Brothers and DEQ. <p><u>Removal Action, Parcel 3 (Area A)</u></p> <ul style="list-style-type: none"> a. 27,343 tons. Refer to <i>Remedial Action Report, Parcel 3 (Area A), Terminal 1 South, Portland, Oregon</i> (Hart Crowser, 2003) for further information. b. See Drawing C-6 from <i>Remedial Action Report, Parcel 3 (Area A), Terminal 1 South, Portland, Oregon</i> (Hart Crowser, 2003). c. The soil was disposed off-site at Hillsboro Landfill in Hillsboro, Oregon. See Appendix D of <i>Remedial Action Report, Parcel 3 (Area A), Terminal 1 South, Portland, Oregon</i> (Hart Crowser, 2003) for further information. d. December 2, 2002 through January 28, 2003. e. Wilder Construction excavated and transported a portion of the excavated soils. Under subcontract to Wilder Construction, the following entities removed the remainder of the excavated soil and transported to the disposal facility: Celorie Brothers, Glacier Northwest for Wilder Construction Company, Pacific Transportation, Dave O Brist Trucking, Enviro-Con Trucking, D & R Dietrich Trucking, Norma Griffith, and Mystic Trucking. f. The purpose of this RA activity was to reduce human health from soil contaminated with polynuclear aromatic hydrocarbons (PAHs), lead, arsenic, and total petroleum hydrocarbons (TPH). g. Diesel- and oil-range hydrocarbons, barium, lead, and PAHs. The likely or potential sources of contamination included underground storage tanks and dry wells. 	<p>See site investigation records at Tab 6, specifically:</p> <p>Hart Crowser. 2002. <i>Removal Action Report, Parcel 2 (Area B), Terminal 1 South, Portland, Oregon</i>. Prepared for Port of Portland. October 30, 2002.</p> <p>Hart Crowser. 2003. <i>Remedial Action Report, Parcel 3 (Area A), Terminal 1 South, Portland, Oregon</i>. Prepared for Port of Portland. February 3, 2003.</p>

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	<p>h. NWTPH-Dx, PAHs per EPA Method 8270 SIM, and Toxicity Characteristic Leaching Procedure (TCLP) metals per EPA Method 1311/6010A. See Appendix E from <i>Remedial Action Report, Parcel 3 (Area A), Terminal 1 South, Portland, Oregon</i> (Hart Crowser, 2003) for further information.</p> <p>i. NWTPH-Dx and PAHs per EPA Method 8270 SIM. See Appendix E from <i>Remedial Action Report, Parcel 3 (Area A), Terminal 1 South, Portland, Oregon</i> (Hart Crowser, 2003) for further information.</p> <p>j. Port of Portland, Hart Crowser, Wilder Construction and DEQ.</p>	
<p>65. Have you ever tested the groundwater under your Property? If so, please provide copies of all data, analysis, and reports generated from such testing.</p>	<p>Yes, the groundwater under the property has been investigated during environmental investigations. The initial groundwater investigations were conducted as part of the <i>Remedial Investigation</i> activities under the <i>Environmental Baseline Investigation</i>; copies of these reports are attached (see Tab 6). Additional groundwater monitoring was completed during subsequent remedial investigation activities: B-38 Area Characterization, Supplemental Site Characterization, and Data Gap Investigation.</p> <p>A monitoring well network was installed at the Terminal 1 South property in August 2001. Subsequent well monitoring was conducted in October 2001 and January 2002. Results of this work are contained in two reports: <i>Monitoring Well Installation and Groundwater Sampling Report</i> dated December 2001 and <i>Groundwater Sampling Report</i> dated February 2002. These reports are also attached. See also the response to Question 71.</p>	<p>See site investigation records at Tab 6, specifically:</p> <p>Hahn and Associates, Inc. 2002. <i>Groundwater Sampling Report, Port of Portland Marine Terminal 1 South, 2100 NW Front Avenue, Portland, Oregon</i>. Prepared for the Port of Portland. February 25, 2002.</p> <p>Hahn and Associates, Inc. 2001. <i>Monitoring Well Installation and Groundwater Sampling Report, Port of Portland Marine Terminal 1 South, 2100 NW Front Avenue, Portland, Oregon</i>. Prepared for the Port of Portland. December 19, 2001.</p> <p>Hahn and Associates, Inc. 2000. <i>Environmental Baseline Investigation for Marine Terminal 1 Redevelopment, Port of Portland Marine Terminal 1, 2100 NW Front Avenue, Portland, Oregon, Volume 2</i>. Prepared for the Port of Portland. May 15, 2000.</p> <p>Hahn and Associates, Inc. 2001. <i>Terminal 1 South Remedial Investigation Report Volume 1</i>. Prepared for the Port of Portland. July 12, 2001.</p>
<p>66. Have you treated, pumped, or taken any kind of response action on groundwater under your Property? Unless the answer to the preceding question is anything besides an unequivocal "no", identify and provide copies of any documents regarding:</p> <p>a. reason for groundwater action;</p> <p>b. whether the groundwater contained hazardous substances, pollutants or contaminants, including</p>	<p>No.</p>	

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<p>petroleum, what constituents the groundwater contained, and why the groundwater contained such constituents;</p> <p>c. all analyses or tests and results of analyses of the groundwater;</p> <p>d. if the groundwater action has been completed, describe the basis for ending the groundwater action; and</p> <p>e. all persons, including contractors, with information about (a) through (c) of this request.</p>		
<p>67. Was there ever a spill, leak, release or discharge of a hazardous substance, waste, or material into the Willamette River from any equipment, structure, or activity occurring on, over, or adjacent to the river? If the answer to the preceding question is anything but an unqualified "no", identify and provide copies of any documents regarding:</p> <p>a. the nature of the hazardous substance, waste, or material spilled, leaked, released or discharged;</p> <p>b. the dates of each such occurrence;</p> <p>c. the amount and location of such release;</p> <p>d. were sheens on the river created by the release;</p> <p>e. was there ever a need to remove or dredge any solid waste, bulk product, or other material from the river as a result of the release? If so, please provide information and description of when such removal/dredging occurred, why, and where the removed/dredged materials were disposed.</p>	<p>See response to Question 22 above.</p>	
<p>68. For any releases or threatened releases of PCB(s), identify the date, quantity, location and type of PCB(s) or PCB(s) containing materials or liquids, and the nature of any response to or cleanup of the release.</p>	<p>The Port has not identified any records that indicate a release or threatened release of PCBs.</p>	
<p>69. For any releases or threatened releases of PCB(s) and/or PCB(s) containing materials or liquids, identify and provide copies of any documents regarding the quantity and type of waste generated as a result of the release or threatened release, the disposition of the waste, provide any reports or records relating to the release or threatened release, the response or cleanup and any records relating to any enforcement proceeding relating to the release or threatened release.</p>	<p>The Port has not identified any records that indicate a release or threatened release of PCBs.</p>	
<p>Section 7.0 - Property Investigations</p>		

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<p>70. Provide information and documentation concerning all inspections, evaluations, safety audits, correspondence and any other documents associated with the conditions, practices, and/or procedures at the Property concerning insurance issues or insurance coverage matters.</p>	<p>The Port has been having communications with its insurers regarding defense and settlement of third party claims associated with the Portland Harbor Superfund Site. The communications between the Port and its insurers are confidential communications in an ongoing insurance settlement process among the Port and its insurers and their respective legal counsel in respect of which the Port and its insurers have common interests adverse to third party governmental agencies and other potentially responsible parties in the Harbor (including associated upland sites) where there is actual or reasonable likelihood of future litigation. Such communications are attorney-client and work product privileged confidential communications under the common interest doctrine. As relates to Terminal 1 South, the factual information underpinning these confidential communications has, nonetheless, been disclosed in the documents and responses provided to these questions.</p> <p>See also response to Question 51.</p>	
<p>71. Describe the purpose for, the date of initiation and completion, and the results of any investigations of soil, water (ground or surface), sediment, geology, and hydrology or air quality on or about each Property. Provide copies of all data, reports, and other documents that were generated by you or a consultant, or a federal or state regulatory agency related to the investigations that are described.</p>	<p>Geotechnical Investigation. On May 4 through 10, 1990 subsurface investigations were conducted to document the condition of the riverfront of the Terminal 1 South property from a geotechnical standpoint. Several signs of physical distress indicating possible slope movement along the riverfront at the property were noted at House 106.</p> <p>Marine Terminals Rehabilitation Preliminary Engineering Geotechnical Considerations. In 1981, Foundation Sciences, Inc. reviewed subsurface soil conditions to preliminarily evaluate the geotechnical aspects of the Port's proposed rehabilitation of Terminal 1. Their review indicated that two modes of slope failure were likely to occur during fill construction, but that settlements resulting from filling the slip and beneath the viaduct should be limited. They also concluded that the existing retaining wall behind Houses 105 and 106 should continue to perform for the next 20 years.</p> <p>Sediment Characterization Study. In November 1996, sediment cores were collected to assess the quality of the proposed dredge prism at Terminal 1 South and to determine the appropriate sediment disposal options. The Hart Crowser report documenting the investigation, titled <i>Sediment Characterization Study, River Terminals 1, 2, and 5, Willamette River</i> dated January 14, 1997, was previously supplied to EPA under the Administrative Order on Consent for the Portland Harbor RI/FS.</p> <p>Baseline Sediment Investigation. In 2000, Striplin Environmental Associates conducted a sediment investigation at Terminal 1 to establish a baseline for the sediment quality. The report documenting the investigation, titled <i>Marine Terminal 1 Baseline Investigation, Final Report</i>, dated August 25, 2000, was previously supplied to EPA under the Administrative Order on Consent for the Portland Harbor RI/FS.</p> <p>Remedial Investigation Report. The Port completed an upland Remedial Investigation (RI) at Terminal 1 South property to satisfy its obligation to investigate hazardous substance contamination under Oregon Revised Statute 465 and the VCP agreement with DEQ. Consistent with the requirements of Oregon Administrative Rule 340-122, in 1988 and 2000, RI activities consisted of the Focused ESA, Baseline environmental investigation, B-38 Area characterization, supplemental site characterization, and data gap investigation components. A total of 112 push probe borings were installed for the collection of soil and groundwater</p>	<p>See property transaction records at Tab 5, specifically:</p> <p>Foundation Sciences, Inc. 1981. <i>Port of Portland, Marine Terminals Rehabilitation, Preliminary Engineering, Geotechnical Considerations</i>. October, 1981.</p> <p>Maul Foster and Alongi, Inc. 1998. <i>Focused Environmental Site Assessment, Terminal 1, Between Slip No. 2 and the Fremont Bridge, Northwest Portland, Oregon</i>. Prepared for the Port of Portland. August 25, 1998</p> <p>See site investigation records at Tab 6, specifically:</p> <p>Letter Report to SERA Architects, Attention Skip Stanaway, Subject: Geotechnical Investigation, Terminal 1 Facility Survey, Port of Portland, Oregon.</p> <p>Hart Crowser. 2002. <i>Removal Action Report, Terminal 1 South, Portland, Oregon</i>. Prepared for Port of Portland. October 22, 2002.</p> <p>Hart Crowser. 2003. <i>Volume I, Remedial Action Report, Parcel 3 (Area A), Terminal 1 South,</i></p>

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	<p>samples during the work activities. The conclusions presented below are based on the analysis of data presented in the RI report.</p> <ul style="list-style-type: none"> Focused Environmental Site Assessment. The purpose of the ESA was to evaluate if significant releases of petroleum products or hazardous substances may have occurred on the subject property. The ESA consisted of two phases: Phase 1 and Phase 2. <p>The ESA Phase I did not identify any release of petroleum or hazardous substances that would have been likely to require remedial efforts sufficient to threaten the economic viability of redevelopment of the property. In addition, the ESA did not identify limitations to the type of land use for the property.</p> <p>On March 26, 1998, Maul Foster conducted the Phase 2 at the Site. Thirteen push probe borings (B-1 through B-13) were installed for the purpose of evaluating soil quality in areas where then current and/or historical activities were most likely to have had environmental impacts and also to collect baseline soil quality data.</p> <p>One shallow soil sample contained heavy-oil-range petroleum hydrocarbons. Based on the results of this ESA, the hydrocarbons detected within the one sample area (B-5) were expected to be isolated and limited in size. Metals were detected are within the range established as being typical for naturally occurring metals in soils. Laboratory analysis of other potential constituents of concern, including volatile organic compounds (VOCs), polychlorinated biphenyls (PCBs), phenols and pesticides, indicated levels below laboratory method detection limits. Groundwater sampling was not warranted since there was no indication of on-site soil contamination that could have contributed to ground water contamination.</p> Environmental Baseline. On February 29 through March 2, 2000, HAI conducted the Environmental Baseline Investigation activities at the Site. Twenty-eight push probe borings (B-14 through B-38) were installed for the purpose of evaluating soil and groundwater quality in areas where then current and/or historical activities were most-likely to have had environmental impacts, to collect baseline soil quality data, and to further investigate soil impacts in the B-5 area. <p>Laboratory analysis of soil samples indicate that petroleum hydrocarbons were detected at low levels in only 5 locations (25 ppm to 300 ppm). Petroleum hydrocarbons were not detected above method detection limits at borings that were installed to generally define the extent of petroleum impacts previously identified at boring B-5.</p> <p>Analytical testing was completed on select soil samples for VOCs and metals. VOCs were not detected above the analytical method detection limits and arsenic was the only metal exceeding EPA Preliminary Remediation Goals (PRGs). The detected arsenic levels are within the range of naturally-occurring background concentrations in Oregon.</p> <p>Analytical testing of groundwater samples indicate that VOCs were not detected above method detection</p> 	<p><i>Portland, Oregon.</i> Prepared for Port of Portland. February 3, 2003.</p> <p>Hahn and Associates, Inc. 2002. <i>Groundwater Sampling Report, Port of Portland Marine Terminal 1 South, 2100 NW Front Avenue, Portland, Oregon.</i> Prepared for the Port of Portland. February 25, 2002.</p> <p>Hahn and Associates, Inc. 2001. <i>Monitoring Well Installation and Groundwater Sampling Report, Port of Portland Marine Terminal 1 South, 2100 NW Front Avenue, Portland, Oregon.</i> Prepared for the Port of Portland. December 19, 2001.</p> <p>Hahn and Associates, Inc. 2000. <i>Environmental Baseline Investigation for Marine Terminal 1 Redevelopment, Port of Portland Marine Terminal 1, 2100 NW Front Avenue, Portland, Oregon, Volume 2.</i> Prepared for the Port of Portland. May 15, 2000.</p>

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	<p>limits at any location. Dissolved metals and SVOCs were not detected above reference levels at the 7 locations sampled with the exception of bis(2-ethylhexyl)phthalate (DEHP) at 3 locations. DEHP was detected in groundwater at concentrations of 109, 38, and 44 ppb in borings GW-1, GW-4, and B-39/GW-10, respectively, exceeding the EPA PRG for tap water of 4.8 ppb. The source of DEHP in groundwater is not known, but it is a common laboratory and equipment contaminant. The highest concentrations of DEHP were detected at up-gradient locations at the site, and if DEHP is not a laboratory contaminant, it appears that it would likely be from an up-gradient source.</p> <p>The detection limits for PAHs in the 7 groundwater samples analyzed for SVOCs were above their respective DEQ RBCs; however, these results are considered adequate for baseline investigation purposes. In addition, several carcinogenic PAHs were detected at boring GW-3.</p> <ul style="list-style-type: none"> B-38 Area Characterization. On March 13 and 16, 2000, HAI conducted B-38 Area Characterization activities at the site. Thirteen additional push probe borings (B-39 through B-51) were installed for the purpose of further evaluating soil and groundwater quality in the vicinity of the B-38 Area where elevated concentrations of petroleum hydrocarbons were detected during the Environmental Baseline Investigation. <p>Laboratory analysis of soil samples indicate that petroleum hydrocarbons were detected at concentrations ranging from 170 to 34,000 ppm for the diesel-range and 58 to 1,600 ppm for the oil-range. The results indicate that the diesel-range hydrocarbons were primarily bunker fuel. BTEX compounds and PCBs were not detected above method detection limits. PAH compounds were detected at all locations ranging from 0.2 to 17.1 ppm. Lead was detected at a concentration of 807 ppm.</p> <p>Analytical testing of groundwater samples collected during the B-38 characterization activities did not detect BTEX constituents above method detection limits. However, various carcinogenic PAHs were detected in groundwater samples collected above the DEQ RBCs.</p> <ul style="list-style-type: none"> Supplemental Site Characterization. On September 19 through 25, 2000, HAI conducted Supplemental Site Characterization activities at the Site according to a DEQ approved Work Plan. Thirty-two push probe borings (B-52 through B-79), and B-82 through B-86) were installed for the purpose of collecting soil and groundwater samples in the vicinity of five areas [B-5, B-20, B-29, B-37 (dry well), and B-38], where petroleum impacts had been identified. In addition, at the request of the DEQ, the former sediments at the bottom of now Slip No. 1 and the soils in the vicinity of the storm sewer line between House No. 104 and Warehouse No. 2 were evaluated. <p>In general, higher concentrations of petroleum hydrocarbons have been identified in the B-5, B-37, B-38, and B-102 areas, while lower concentrations of petroleum hydrocarbons were detected in the B-20, B-29, and B-84 areas. Petroleum constituents including PAHs have been detected above RBSLs in three areas including the B-20, B-37, and B-38 areas. The greatest volumes of impacted soils are in the B-37 and B-38 areas. In addition, elevated arsenic and/or lead concentrations were detected at two borings in the B-38 area.</p>	

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	<p>Analytical testing of groundwater samples conducted during the investigation indicates PAHs were the compounds detected at concentrations above screening levels. VOCs, including BTEX compounds, and SVOCs were not detected with the exception of DEHP. Arsenic, copper and lead were detected in groundwater concentrations above EPA PRG and/or DEQ Ecological Benchmark screening levels.</p> <ul style="list-style-type: none"> Data Gap Investigation. On October 24 through 30 and November 6, 2000, HAI conducted Data Gap Investigation activities at the site according to a DEQ-approved work Plan Addendum. Twenty-six additional push probe borings (B-63a through B-66a, B-76a, B-87 through B-92, B-94, B-95, B-97, B-99 through B-108, and B-110) were installed for the purpose of collection of soil and groundwater samples in the vicinity of the B-37 (Dry Well) and B-38 Areas, including off-site beneath NW Front Avenue to further characterize identified site impacts and supplement previous data. <p>The COPCs identified for the site soils and groundwater above screening levels in soil and groundwater include six carcinogenic PAHs; one non-carcinogenic PAH; one SVOC; and three metals. Seven general areas/locations of soil impacted with petroleum hydrocarbons have been identified at the Site that include former Slip No. 1, B-5, B-20, B-29, B-37 (dry well), B-38, and B-102 Areas. The B-102 Area is considered an off-site, upgradient impact unrelated to Terminal 1 South property. Four general areas of elevated petroleum-impacted soil (>1,000 ppm) were identified at the B-5, B-37 (dry well), B-38, and B-102 Areas; the remaining areas (B-20, B-29, and former Slip No. 1) show low level petroleum impacts (less than 300 ppm). The soil contaminant concentrations exceeding RBSLs in the B-37 (dry well) and B-38 Areas are considered to constitute the two primary areas of soil impact at the site. Soil impacts extend to the depth of the water table at both the B-37 and B-38 Areas. Analytical testing of soil detected PAHs at concentrations exceeding RBSLs at the B-20, B-37 (dry well), and B-39 Areas. Statistical analysis of soil samples indicate a site-specific background arsenic concentration of 5.3 ppm, which is consistent with an independent analysis for the nearby Hoyt Street Property where the background concentration arsenic was determined to be 5.0 ppm. Arsenic was detected at concentrations exceeding the established background level of 5.3 ppm at three areas of the Site: at borings B-3 and B-11, and in the B-38 Area. Lead was also detected in the B-38 Area at concentrations exceeding screening levels. The elevated concentrations of lead in soil appear to correspond to areas of elevated concentrations of petroleum hydrocarbons in soil.</p> <p>Analytical testing of groundwater samples conducted during the investigations at the Site indicates PAHs were detected at concentrations above screening levels in the B-37 (dry well) and B-38 Areas. DEHP, arsenic, copper, and lead were also detected in groundwater at concentrations above human health and/or ecological screening levels. However, it is assumed the source of DEHP was from either laboratory and/or equipment contamination; therefore DEHP is eliminated from further consideration as a COPC.</p> <p>Monitoring Well Installation & Groundwater Sampling Report. In August 2001 a monitoring well network consisting of seven groundwater monitoring wells was installed and in October 2001 groundwater sampling was conducted in response to a July 26, 2001, Oregon Department of Environmental Quality (DEQ) letter requesting further characterization of site groundwater via monitoring well installation and sampling to supplement</p>	

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	<p>remedial investigation (RI) activities at the site.</p> <p>Field Screening of soil samples from the monitoring well borings did not indicate the presence of possible soil contamination with the exception of samples at 30 feet bgs in MW-1 and at depths of 4.5 to 11.0 feet bgs in MW-6, which displayed slight sheen but no odor or discoloration. Otherwise, evidence of soil contamination was not observed at other depths or well borings. One soil sample was selected for laboratory analysis at MW-6 to assess this well location for its representativeness as a background groundwater quality monitoring well. The analytical testing of the soil sample collected did not detect diesel- and/or oil-range hydrocarbons, VOCs, or PAHs above laboratory reporting limits. Various metals were detected above reporting limits; however, only arsenic, detected at a concentration of 3.37 ppm, exceeded its PRG screening level of 0.39 ppm. Accordingly, the arsenic detected in the MW-6 boring is attributed to naturally occurring background concentrations. Further, where reference values are available, all other concentrations of metals are within the range of naturally occurring background concentrations.</p> <p>The results of the groundwater sampling at the monitoring wells indicate only four chemicals were found at concentrations that exceed RBSLs and/or EBSLs: arsenic, copper, lead, and PCE. Copper and lead concentrations dropped to below RBSLs and EBSLs in filtered samples. PAHs, although detected at most wells at the site, were found at concentrations well below RBSLs and EBSLs. The source of PCE detected in MW-1 is likely from an up-gradient off-site source. Arsenic may be attributed to naturally occurring background conditions.</p> <p>The comparison of groundwater samples at six monitoring well/push probe pairs indicate PAH concentrations are consistently lower or not detected in monitoring well groundwater samples as compared to push probe samples. Significantly, carcinogenic PAH concentrations in RI push probe groundwater samples which exceed RBSLs and EBSLs, were not detected in the monitoring well samples which exceeded RBSLs are not contaminants of concern in groundwater at T1S. Also, lower dissolved arsenic, copper, and lead concentrations were generally observed in the monitoring well samples compared to the push probe groundwater samples.</p> <p>Groundwater Sampling Report. January 17 and 18, 2002 groundwater sampling activities at Terminal 1 South were conducted in response to a July 26, 2001, Oregon Department of Environmental Quality (DEQ) letter requesting further characterization of site groundwater via monitoring well installation and sampling to supplement remedial investigation (RI) activities at the site.</p> <p>The groundwater sampling results indicate low PAH, metals, and TSS concentrations detected. The groundwater sampling results at the seven monitoring wells indicate that only total (unfiltered) lead at MW-7 was detected at a concentration that exceeded its DEQ Ecological Benchmark Screening Levels (EBSLs). However, the lead concentration dropped to below levels in the filtered sample. The source of the PCE detected in groundwater at MW-1 is likely from an up-gradient, off-site source. PAHs were found at concentrations well below EBSLs. Arsenic may be attributed to naturally occurring background conditions.</p> <p>Removal Action Report. The objective of the Removal Action (RA) was to reduce threats to human health from soil contaminated with polynuclear aromatic hydrocarbons (PAHs) and remove and dispose of soil with total petroleum hydrocarbons (TPH) to reduce risk to support future site use. From July to October 2002 the RA was completed for the T1S Parcel 2.</p>	

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	<p>An estimated 6,309 tons of soil were excavated and transported to the Coffin Butte Landfill in Corvallis, Oregon. The excavated soil was subsequently used as daily cover at the landfill facility. After completing the removal, confirmation soil sampling was conducted in each excavation area to verify cleanup levels had been attained and to document the contaminant concentrations in remaining soil.</p> <p>Approximately 2,500 cubic yards of soil imported from a Port Rivergate borrow site were used to backfill Areas 1 through 6. The excavated areas were backfilled to within 3 feet of the existing ground surface (except in Areas 1 and 2 [backfilled to within 5 feet]) with excavation perimeters sloped to existing grade.</p> <p>Upon completion of remedial action activities, the residual risk assessment for future residents and commercial workers resulted in calculated acceptable carcinogenic risks under all exposure scenarios. Based on these results, the risk to human health and the environment for Parcel 2 of T1S was acceptable. A no further action was recommended for this portion of the Facility.</p> <p>Remedial Action Report. The objectives of the RA were to reduce threats to human health from soil contaminated with PAHs, lead, and arsenic, and to remove and dispose of soil with TPH to reduce risk to support future site use. From December 2, 2002 to January 28, 2003 activities for the RA were completed for closure of Parcel 3 of the Facility.</p> <p>A total of 27,343 tons of soil were excavated and transported to Hillsboro Landfill in Hillsboro, Oregon. After completing the removal, confirmation soil sampling was conducted in each excavation area to verify cleanup levels had been attained and to document the containment concentrations in remaining soil.</p> <p>Approximately 7,000 cubic yards of clean fill imported from a Port Rivergate borrow site and clean on-site overburden material were used to backfill perimeter excavation side slopes and adjacent to shoring installed along Front Avenue.</p> <p>Upon completion of RA activities, the estimated magnitude of the residual risk remaining was identified. The baseline risk assessment identified unacceptable risks in Parcel 3 under the residential, commercial worker, and construction/excavation worker scenarios. The calculated residual risk was acceptable for all pathways and receptors, except urban resident and commercial exposure to arsenic. However, the concentration of arsenic was below the site-specific background concentration in all samples but one. The one sample above the background concentration is located beneath Front Avenue where residential and commercial exposures to surface soil are not possible.</p> <p>Based upon these results, the risk to human health and the environment for Parcel 3 of T1S was acceptable. Upon recording of the deed restrictions required by the ROD and ROD amendment, a no further action was recommended.</p>	

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72. Describe any remediations or response actions you or your agents or consultants have ever taken on each Property either voluntarily or as required by any state or federal agency. If not otherwise already provided under this Information Request, provide copies of all investigations, risk assessments or risk: evaluations, feasibility studies, alternatives analysis, implementation plans, decision documents, monitoring plans, maintenance plans, completion reports, or other document concerning remediation or response actions taken on each Property.	See response to Questions 70 and 71 for the remediation and response actions conducted at the site.	
73. Are you or your consultants planning to perform any investigations of the soil, water (ground or surface), geology, and hydrology or air quality on or about the Property? If so, identify: a. what the nature and scope of these investigations will be; b. the contractors or other persons that will undertake these investigations; c. the purpose of the investigations; d. the dates when such investigations will take place and be completed; and e. where on the Property such investigations will take place.	No.	
Section 8.0 - Corporate Information		
74. Provide the following information, when applicable, about you and/or your business(es) that are associated with each Property identified in response to Question 4:	See response to bullets (a) through (e) below.	
a. state the current legal ownership structure (e.g., corporation, sole proprietorship);	The Port of Portland was created by the Oregon legislature in 1891. Oregon Revised Statutes 777 and 778 contain the authority of the Port of Portland. It is a state Port District for an area encompassing all of Multnomah, Clackamas and Washington Counties. The Port is governed by a nine person commission appointed by the Governor of Oregon and confirmed by the State Senate.	See ORS 777 and 778 information in Tab 8 of the Port's 104(e) response for Willamette Cove, submitted to EPA and dated June 18, 2008.
b. state the names and current addresses of current and past owners of the business entity or, if a corporation, current and past officers and directors;	Port of Portland 121 NW Everett Portland, OR 97209	
c. discuss all changes in the business' legal ownership structure, including any corporate successorship, since the inception of the business entity. For example, a business that starts as a sole proprietorship, but then incorporates after a few years, or a business that is subsequently acquired by and merged into a successor. Please include the	Not applicable.	

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dates and the names of all parties involved;		
d. the names and addresses of all current or past business entities or subsidiaries in which you or your business has or had an interest that have had any operational or ownership connection with the Properties identified in response to Question 4. Briefly describe the business activities of each such identified business entities or subsidiaries; and	Not applicable.	
e. if your business formerly owned or operated a Property identified in response to Question 4, describe any arrangements made with successor owners or operators regarding liability for environmental contamination or property damage.	Not applicable.	
75. List all names under which your company or business has ever operated and has ever been incorporated. For each name, provide the following information:	Port of Portland Registered Trademark Name - Rivergate Industrial District	
a. whether the company or business continues to exist, indicating the date and means by which it ceased operations (e.g., dissolution, bankruptcy, sale) if it is no longer in business;	Yes, the Port of Portland is extant.	
b. names, addresses, and telephone numbers of all registered agents, officers and operations management personnel; and	Registered Agent: Carla L. Kelley General Counsel Port of Portland 121 NW Everett Street Portland, OR 97209 503-944-7031 President, Port Commission Judith A. Johansen (b) (6) Lake Oswego OR 97034 Home: (b) (6) Vice President, Port Commission Mary F. Olson Norris, Olson & Associates, Inc. 7105 SE 19 th Ave. Portland OR 97202	

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	<p>503-235-2425</p> <p>Treasurer, Port Commission William D. Thorndike, Jr. Medford Fabrication PO Box 1588 1109 Court Street Medford OR 97501 541-770-1172</p> <p>Secretary, Port Commission Steven H. Corey Corey, Byler, Rew, Lorenzen & Hojem PO Box 218 Pendleton OR 97801</p>	
c. names, addresses, and telephone numbers of all subsidiaries, unincorporated divisions or operating units, affiliates, and parent corporations if any, of the Respondent.	Not applicable.	
76. Provide all copies of the Respondent's authority to do business in Oregon. Include all authorizations, withdrawals, suspensions and reinstatements.	Oregon Revised Statutes 777 and 778.	See ORS 777 and 778 information in Tab 8 of the Port's 104(e) response for Willamette Cove, submitted to EPA and dated June 18, 2008.
77. If Respondent is, or was at any time, a subsidiary of, otherwise owned or controlled by, or otherwise affiliated with another corporation or entity, then describe the full nature of each such corporate relationship, including but not limited to:	Not applicable.	
a. a general statement of the nature of relationship, indicating whether or not the affiliated entity had, or exercised, any degree of control over the daily operations or decision-making of the Respondent's business operations at the Site;	Not applicable.	
b. the dates such relationship existed;	Not applicable.	
c. the percentage of ownership of Respondent that is held by such other entity(ies);	Not applicable.	
d. for each such affiliated entity provide the names and complete addresses of its parent, subsidiary, and otherwise affiliated entities, as well as the names and addresses of each such affiliated entity's officers, directors, partners, trustees, beneficiaries, and/or shareholders owning more than five percent of that	Not applicable.	

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affiliated entity's stock;		
e. provide any and all insurance policies for such affiliated entity(ies) which may possibly cover the liabilities of the Respondent at each Property; and	Not applicable.	
f. provide any and all corporate financial information of such affiliated entities, including but not limited to total revenue or total sales, net income, depreciation, total assets and total current assets, total liabilities and total current liabilities, net working capital (or net current assets), and net worth.	Not applicable.	
78. If Respondent is a partnership, please describe the partnership and provide a history of the partnership's existence. Provide a list of all current and past partners of any status (e.g., general, limited, etc.) and provide copies of all documents that created, govern, and otherwise rules the partnership, including any amendments or modifications to any of the originals of such documents, and at least five years of partnership meeting minutes.	Not applicable.	
Section 9.0 - Compliance With This Request		
79. Describe all sources reviewed or consulted in responding to this request, including, but not limited to:	Records reviewed for this request include the following Port departments: Engineering Environmental Affairs Legal Marine and Industrial Development (MID) Properties Research	
a. the name and current job title of all individuals consulted;	Nicole LaFranchise (Environmental Project Manager), Sara Moore (Environmental Liability Analyst), Joe Mollusky (Real Estate Program Manager), Sebastian Degens (Marine Planning & Development Manager), Suzanne Brooks (Property Manager), Suzanne Barthelmess (Claims Manager), Mic Dorrance (Marine Maintenance Manager), Sheila David (Environmental Analyst), Sabrina Rowlette (Environmental Technician), Julie Delong (Administrative Coordinator)	
b. the location where all sources reviewed are currently reside; and	Port of Portland offices and records storage.	
c. the date consulted.	July-August 2008	

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80. If not already provided, identify and provide a last known address or phone number for all persons, including Respondent's current and former employees or agents, other than attorneys, who have knowledge or information about the generation, use, purchase, storage, disposal, placement, or other handling of hazardous materials at, or transportation of hazardous substances, waste, or materials to or from each Property identified in response to Question 4.	Not applicable.	
81. If any of the documents solicited in this information request are no longer available, please indicate the reason why they are no longer available. If the records were destroyed, provide us with the following:	<p>The following documents could not be located during the preparation of this response:</p> <ul style="list-style-type: none"> • A Spill Control Plan referenced in Terminal 1 South property transaction records. • COE Permit 1951 and State Land Board Fill Removal Permit 641. <p>Records Review and Destruction Notices were reviewed to determine if any relevant records were destroyed pertaining to Terminal 1 South property. Consistent with public-recordkeeping requirements, the Records Review and Destruction Notices are maintained at the Port of Portland Administrative office. The Destruction Notices contain standard information including the former archive box number, originating department, and date of destruction. Limited information is provided on the contents of the files formerly contained within the boxes; records are described generally, using categories such as "miscellaneous correspondence," "chronological files," "memos," etc. While some provide a reference to a property to which the records may have pertained, it is so general that there is no way to determine with any certainty the nature or content of the documents that were destroyed.</p>	
a. the document retention policy between 1937 and the present;	<p>The Port is required by law to retain all "public records" for at least the period of time specified in a retention schedule approved by the State Archivist. The Port of Portland Records Retention and Disposition Schedule is the approved retention schedule for the Port of Portland. "Public records" include documents, books, papers, photographs, files, sound recordings, or machine-readable electronic records, regardless of physical form or characteristics, which are made, received, filed, or recorded by the Port in connection with the transaction of Port business.</p> <p>Employees must adhere to records retention and destruction procedures established by the Port's records manager in accordance with State statutes and the Port of Portland Records Retention and Disposition Schedule.</p> <p>The Port's retention and disposition schedules were suspended for records relevant to Portland Harbor when the Port received notice of Portland Harbor's listing on the National Priority List in December 2000.</p>	<p>See records management information at Tab 8 of the Port's 104(e) response for Terminal 1 North, submitted to EPA and dated July 18, 2008, specifically:</p> <ul style="list-style-type: none"> • Ordinance 142 • Ordinance 149 • Ordinance 196 • 2001 Records Retention Schedule • 2001 Records Retention with 2003 Revision • 2008 Records Retention Schedule
b. the approximate date of destruction;	At this time, no Port documents have been identified as destroyed. During the City CPD's ownership (1913-1971), however, a fire destroyed the CPD administrative offices in 1948. It is possible records relevant to the Terminal 1 South property were destroyed at that time.	

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c. a description of the type of information that would have been contained in the documents;	Not applicable	
d. the name, job title and most current address known by you of the person(s) who would have produced these documents; the person(s) who would have been responsible for the retention of these documents; the person(s) who would have been responsible for destroying the documents; and the person(s) who had and/or still have the originals or copies of these documents; and	Michael Wells Records Manager Port of Portland 121 NW Everett Street Portland, OR 97209	
e. the names and most current addresses of any person(s) who may possess documents relevant to this inquiry.	None known.	
82. Provide a description of all records available to you that relate to all of the questions in this request, but which have not been included in your responses.	The Port believes that it is reasonably likely that it will be in litigation with others over the responsibility for contamination in the Portland Harbor Superfund Site adjacent to Terminal 1 South. Work product in anticipation of litigation and written communications in order for the Port to obtain legal advice relating to the environmental liability issues associated with Terminal 1 South, including attorney-client and work product communications, are not disclosed as part of this submission; however, no underlying facts referenced in such confidential communications that are responsive to these questions have been withheld on these confidentiality grounds. See also response to Question 70. This response is based on the documents the Port has been able to identify and review to date. If additional information responsive to this request becomes available or is encountered, it will be submitted under separate cover.	